

ASRS Database Report Set

Rotary Wing Aircraft Flight Crew Reports

Report Set Description.....A sampling of reports from flight crew of rotary wing aircraft.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....41

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199812

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SNA

State Reference : CA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Robinson R22

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 310

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 302

ASRS Report : 423240

Person / 2

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : Unspecified

Resolutory Action.None Taken : Detected After The Fact

Narrative :

ON THE DATE AND AT APPROX TIME AFOREMENTIONED AT SNA, I CALLED ATC FROM THE FBO ON THE E SIDE OF THE ARPT TO REQUEST A W DEP. THE ATC CTLR CONFIRMED THAT I WAS REQUESTING A 'CRYSTAL 3' DEP, AND I REPLIED IN THE AFFIRMATIVE. AT THIS POINT, I RECEIVED A CLRNC TO TAKE OFF FROM HELI PAD 3 FOR A 'CRYSTAL 3' DEP AND REPEATED THE CLRNC INSTRUCTIONS TO ATC. ON RECEIVING THIS CLRNC, I HOVERED ACROSS A TXWY TO HELI PAD 3 AND BEGAN MY TKOF CLB S. AT APPROX 300 FT AGL, I LOOKED TO MY R TO CONFIRM THAT THE RWYS WERE CLR (NO TFC), AND BEGAN A SLOW 90 DEG R TURN TO CROSS THE RWYS, OVERFLY THE TWR AND THE 'CRYSTAL COURT SHOPPING CTR' (HENCE THE NAME 'CRYSTAL' DEP). AT THIS POINT, I RECEIVED A CALL FROM THE TWR, REQUESTING MY DEST (SEAL BEACH) AND HOME ARPT (TORRANCE), AND WAS INSTRUCTED TO CALL THE TWR UPON MY ARR. I HAD NOT BEEN AWARE OF ANY VIOLATION OR OTHER PROB AS HAVING OCCURRED, BUT THERE WAS APPARENTLY SOME REASON TO CALL THE TWR. I CALLED THE TWR AT THE NUMBER INSTRUCTED AND LEFT A MESSAGE AS INSTRUCTED. I RETURNED TO SNA LATER REQUESTING AND RECEIVING CLRNC FOR A 'CRYSTAL 3' ARR. AFTER DROPPING OFF MY PAX AT THE FBO, I REQUESTED A 'CRYSTAL 3' DEP. ON THIS SECOND DEP, I WAS ASKED BY ATC WHETHER I WAS A 'SIGNATORY TO THE LETTER.' I REPLIED 'NEGATIVE, I DO NOT KNOW THE LETTER TO WHICH YOU ARE REFERRING.' ATC INSTRUCTED ME TO HOLD. A MIN OR SO LATER, I WAS CLRED TO TAKE OFF FROM HELI PAD 3, MAKE A L 270 DEG TURN, AND FLY OVER THE TWR AT 600(?) FT. I COMPLIED AND DEPARTED THE CLASS C AIRSPACE WITH NO PROB. I SUBSEQUENTLY ASKED 3 CFI'S FAMILIAR WITH THE AREA WHAT 'LETTER' ATC MIGHT HAVE BEEN REFERRING TO, BUT THEY DIDN'T KNOW. A FOURTH CFI I SPOKE WITH BELIEVED THAT THE 'LETTER' WAS A FORM OF ACKNOWLEDGEMENT OR UNDERSTANDING TO WHICH HELI PLTS FLYING IN AND OUT OF SNA SUBSCRIBED IN WHICH SPECIFIC PROCS WERE LAID OUT FOR ARRS AND DEPS, INCLUDING A CLBING L 270 DEG TURN FOR A 'CRYSTAL 3' DEP. THIS INFO CONFIRMED MY FEELINGS WHEN I RECEIVED THE SECOND DEP CLRNC FROM ATC THAT A CRYSTAL 3 DEP SPECIFICALLY CALLED FOR A L 270 DEG CLBING TURN. PRIOR TO THESE EVENTS, I HAD ONLY FLOWN TO AND FROM SNA ARPT ON 3 OTHER OCCASIONS. BEFORE FLYING TO SNA THIS TIME, I ASKED AND RECEIVED AN UPDATE FROM A CFI ON ARR PROCS AND WAS INFORMED TO REQUEST A 'CRYSTAL 3' ARR, FLY OVER THE CRYSTAL COURT SHOPPING CENTER, OVER THE TWR, CROSS THE RWYS, MAKE A 90 DEG R TURN, AND MAKE A STEEP APCH TO HELI PAD 3, WHICH I DID WITH CLRNC FROM ATC WITH NO PROB. ON 2 PREVIOUS DEPS, I MADE FROM HELI PAD 3 AT SNA, I SPECIFICALLY RECALL BEING INSTRUCTED TO MAKE 90 DEG R TURNS TO DEPART TO THE W. THEREFORE, WHEN ATC CONFIRMED MY REQUEST FOR A 'CRYSTAL 3' DEP ON MY FIRST DEP, I ASSUMED HE MEANT THE OPPOSITE OF MY ARR PROC, WHICH WAS TO MAKE A 90 DEG TURN TO CROSS THE RWYS. THIS SIT COULD HAVE BEEN AVOIDED IF I HAD CONFIRMED TO ATC MY UNDERSTANDING (OR LACK THEREOF) OF A CRYSTAL 3 DEP ON RECEIVING THE TKOF CLRNC, OR IF ATC HAD QUERIED ME ON MY FIRST DEP REQUEST AS ATC HAD DONE ON THE SECOND DEP. SOME ARPTS, SUCH AS SANTA MONICA, PUBLISH AND DISTRIBUTE SPECIFIC HELI ARR AND DEP INSTRUCTIONS ILLUSTRATED ON ARPT MAPS. I AM NOT AWARE THAT SNA DOES THIS, BUT IF THEY DO NOT, IT WOULD BE VERY HELPFUL IF THEY DID. I TRIED 3 MORE TIMES CALLING THE NUMBER GIVEN TO ME BY THE TWR, AND LEFT MESSAGES AS INSTRUCTED, HOWEVER, I HAVE RECEIVED NO RESPONSE FROM THESE CALLS.

Synopsis :

AN R22 HELI PLT DOES NOT CONFORM TO THE 'CRYSTAL 3' VISUAL DEP PROC WHEN DEPARTING THE RAMP AT SNA.

Time

Date : 199812

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ

State Reference : US

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : Marginal

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 98

Experience.Flight Time.Type : 1300

ASRS Report : 424348

Person / 2

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

DURING A VFR EMS FLT TO AN ACCIDENT SCENE, UNFORECASTED WX WAS ENCOUNTERED. THE PLT WAS UNABLE TO CONTINUE SAFELY UNDER VFR CONDITIONS SO THE PLT ELECTED TO CLB INTO IMC CONDITIONS IN CTLED AIRSPACE WITHOUT A CLRNC. AFTER INITIATING THE CLB, THE PLT CONTACTED CTR TO ADVISE THEM OF THE SIT AND TO OBTAIN A CLRNC. THE REST OF THE FLT PROCEEDED UNEVENTFULLY.

Synopsis :

AN EMS HELI RUNS INTO IMC WHILE OUTBOUND ON A MISSION. BEING TOO LOW TO CONTACT ATC THE PLT CLBS IMC TO OBTAIN AN IFR CLRNC.

Time

Date : 199901

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : PWK

State Reference : IL

Altitude.MSL.Bound Lower : 1400

Altitude.MSL.Bound Upper : 1400

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Helicopter

Component / 1

Aircraft Component : VHF

Problem : Failed

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1200

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 200

ASRS Report : 425443

Person / 2

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Non Adherence : FAR

Independent Detector.ATC Equipment.Other ATC Equipment : Unspecified

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Controller Intervened

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

I WAS FLYING N ON HWY 94 (THE EDENS) ON MY WAY TO A TFC ACCIDENT IN DEERFIELD. I WAS ABOUT 1 MI S OF WHERE THE EDENS TURNS DUE W AND JOINS THE 'TRI-STATE,' WHERE THE ACCIDENT WAS. AT THIS POINT, I WAS A LITTLE OVER 5 MI E OF PWK ARPT. I CALLED PWK WITH AN INITIAL CONTACT CALL AND RECEIVED NO ANSWER. WHEN I HEARD NO RESPONSE, I FIGURED THEY MUST NOT BE OPEN YET BECAUSE IT WAS SO EARLY IN THE MORNING. I MADE A CALL IN THE BLIND SAYING, 'THIS IS CHOPPER XX, 5 MI E OF PWK, FOLLOWING HWY 94 W TO THE TRI-STATE.' LESS THAN 1 MIN LATER, COPTER YY CALLED ME ON AIR-TO-AIR AND SAID THAT PWK WAS TRYING TO GET A HOLD OF ME AND TO CHK MY RADIO. I IMMEDIATELY WENT FOR THE VOLUME KNOB AND TURNED IT UP. I CALLED PWK TWR AND THEY RESPONDED. PWK SAID THAT THE AIRFIELD WAS IFR, I WAS TO EXIT THE AIRSPACE IMMEDIATELY. I RESPONDED 'WILCO' AND WAS ALREADY ON A N HDG TAKING ME OUT. I ESTIMATE FROM THE MAP AND GPS THAT I CAME WITHIN 3 MI OF PWK. TWR THEN TOLD ME THAT I HAD CAUSED A DEV AND WAS TO CALL THE SUPVR AFTER LNDG. ON MY FLT BACK TO MDW, I DISCOVERED THAT AT THE VERY LOW SETTING WHERE THAT RADIO'S VOLUME KNOB WAS, IF IT MOVED EVEN SLIGHTLY, IT WOULD GO FROM BEING AUDIBLE TO BEING INAUDIBLE. THE XPONDER WAS RIGHT BELOW THE RADIO, AND WHEN I LEFT MDW'S AIRSPACE AND CHANGED THE CODE, MY HAND MUST HAVE BUMPED THE KNOB. THE HEADSET I WAS USING, I HAD NEVER USED BEFORE AND WAS VERY LOUD. SO I HAD THE RADIO VOLUME AT A LOW SETTING TO START WITH. CONDITIONS AT MDW WERE VFR, AND I KNEW THAT CGX WAS NOT OPEN YET, SO WHEN I RECEIVED NO RESPONSE, I THOUGHT PWK WASN'T OPEN YET. I CALLED PWK TWR ON A LANDLINE AND EXPLAINED TO THE SUPVR WHAT HAPPENED. SHE TOLD ME THAT BECAUSE THERE WAS ANOTHER NEWS HELI AHEAD OF ME, THAT I HAD CAUSED A SEPARATION PROB. I WOULD ALSO LIKE TO ADD THAT BECAUSE I WAS RECEIVING MIDWAY TWR LOUD AND CLR PRIOR TO PWK, I HAD NO REASON TO THINK THE PROB WAS WITH MY RADIO. I WOULD RECOMMEND THAT THE XPONDER AND VHF RADIO NOT BE LOCATED IN THAT CONFIG.

Synopsis :

A HELI PLT INADVERTENTLY REDUCED RECEIVER VOLUME CTL NEARING PWK AIRSPACE.

Time

Date : 199901

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ABC

Locale Reference.ATC Facility : ZZZ

State Reference : US

Altitude.MSL.Bound Lower : 1500

Altitude.MSL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 150

Make Model : Helicopter

Aircraft / 2

Make Model : Cessna 150

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 300

ASRS Report : 425526

Person / 2

Function.Oversight : PIC

Function.Instruction : Instructor

Person / 3

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Insufficient Time

Narrative :

NEAR MISS WITH A C150 OPERATING OUT OF ABC ARPT. ON BOARD THE C150 WAS A STUDENT PLT AND AN INSTRUCTOR COMPLETE LAST FLT PRIOR TO SOLO. LEFT THE XXX HOSPITAL ON A LIFEGUARD MISSION BACK TO YYY HOSPITAL. I WAS MONITORING FREQ AS A RESULT OF THE WWW ARPT THAT IS VERY CLOSE TO THE HOSPITAL. OPS WERE NORMAL, CHKED IN WITH APCH, WHO ASKED ME TO RPT ABEAM ABC ARPT. AT NO TIME DID APCH PROVIDE ANY TFC INFO. AT APPROX 5 NM FROM ABC ARPT AFTER TALKING WITH ZZZ APCH DURING INITIAL CALL, I WAS PREPARING TO CALL TRANSITION THROUGH THE TFC AREA OF AN UNCTLED ARPT. SHORTLY THEREAFTER, I SAW A C150 PASS BELOW AND TO THE L OF MY HELI. WHEN I IDENTED THE ARPT I SAW NO AIRBORNE TFC AND HEARD 2 XMISSIONS ON THE LCL FREQ FOR ABC ARPT.

Synopsis :

LIFEGUARD HELI TRANSITING UNCTLED ABC ARPT CAME WITHIN ESTIMATED 100 FT VERT AND 200 FT HORIZ DISTANCE OF A C150.

Time

Date : 199901

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ

State Reference : US

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Aircraft / 2

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4550

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 30

ASRS Report : 426027

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Narrative :

WHILE PARKED ON A HELIPAD, A THIRD HELI Z LANDED BTWN MY ACFT AND ANOTHER HELI ALREADY ON THE PAD. THIS IS ONLY A 2 HELI PAD AND GAVE ONLY 15 FT BTWN MY ACFT AND Z ACFT AND ONLY 2-3 FT FROM Z ACFT AND THE ALREADY PARKED ACFT. I FIND IT HARD TO BELIEVE, LET ALONE SAFE, THAT ANYONE WOULD ALLOW ONLY A 2-3 FT CLRNC FROM ANY OBJECT.

Synopsis :

A THIRD HELI LANDED BTWN HELIS ON A 2 HELI PAD. THE LNDG HELI HAD AN ESTIMATED 2-3 FT CLRNC.

ACN: 426060

Time

Date : 199901

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ACY

State Reference : NJ

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 50

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 500

Experience.Flight Time.Last 90 Days : 65

Experience.Flight Time.Type : 100

ASRS Report : 426060

Person / 2

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : Unspecified

Resolutive Action.None Taken : Detected After The Fact

Narrative :

AT ACY ARPT ON JAN/XA/99 AT XA58, GND TOLD ME TO TAXI FROM 1X TO TXWY H, HOLD SHORT OF ACTIVE RWY 31 FOR LNDG TFC, AND CONTACT TWR. UPON REACHING 2X GND TOLD ME TO STOP AND CONTACT TWR. TWR TOLD ME TO HOLD THERE UNTIL LNDG TFC HAD CLRED. TWR THEN TOLD ME 'ACFT X, CLRED FOR TKOF AND FLY HDG 310 DEGS.' I THEN DEPARTED FROM 2X AND CROSSED THE ACTIVE RWY AND TURNED TO 310 DEGS. THE TWR CALLED ME AND SAID THAT'S NOT WHAT I WANTED YOU TO DO. HE SAID HE DID NOT WANT ME TO CROSS THE ACTIVE. I TOLD HIM, 'I APOLOGIZE, BUT YOU SHOULD HAVE SAID FLY HDG 310 DEGS, YOU ARE CLR FOR TKOF.' HE DISAGREED. MY ORIGINAL REQUEST WAS TO DEPART TO THE N.

Synopsis :

ROTORCRAFT PLT RECEIVES CLRNC FOR TKOF WITH HDG TO FLY AFTER DEP. CTLR COMPLAINS TO PLT WHEN PLT INTERPS CLRNC ANOTHER WAY FROM WHAT CTLR EXPECTED.

Time

Date : 199901

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : RDU

State Reference : NC

Altitude.AGL.Bound Lower : 450

Altitude.AGL.Bound Upper : 450

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 9009

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 5100

ASRS Report : 426503

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.None Taken : Detected After The Fact

Narrative :

A POLICE CHASE DEVELOPED AFTER A BANK ROBBER DECIDED TO FLEE. WE WERE DISPATCHED ABOUT XA25 TO SEE IF WE COULD GET ANY VIDEO OF THE PURSUIT. WE LAUNCHED AT XA30. I RECEIVED A PAGE THAT THE POLICE HELI WAS IN THE AIR. AS WE PROCEEDED TO THE LAST KNOWN LOCATION OF THE FLEEING BANK ROBBER, I TRIED CALLING THE POLICE ON 123.45 (A FREQ WE USE TO COM ON (PREARRANGED)). I RECEIVED NO RESPONSE AND I TRIED 3 TIMES. BY NOW WE HAD ARRIVED ON SCENE AND THE ROBBER WAS DRIVING TOWARDS US. WE ENTERED THE SCENE AT APPROX 450 FT AGL AND MADE A 135 DEG CLOCKWISE TURN TO COME OUT ON THE L-HAND SIDE OF THE SUSPECT'S VEHICLE. THE CHASE CONTINUED AND MY CAMERA MAN SAID THE POLICE ACFT IS COMING UP AT YOUR 5 O'CLOCK POS AND LOW. I TRIED CALLING THEM AGAIN AND AGAIN, APPROX 12 TIMES. WHEN THE CHASE ENDED, THE POLICE ACFT CAME UP ON FREQ AND ASKED ME TO PHONE HIM. WE HAVE A GOOD RELATIONSHIP. HE TOLD ME THAT WHEN I MADE THE 135 DEG TURN TO ENTER THE CHASE, I HAD CUT IN FRONT OF HIM, SLIGHTLY HIGHER. NEITHER MY CAMERAMAN NOR I SAW THE HELI. THE OTHER PLT THOUGHT THAT I HAD SEEN HIM, WHICH I HAD NOT. WE DISCUSSED THE EVENT AND DECIDED THAT I WOULD ENTER AT 1000 FT AGL UNTIL RADIO CONTACT WAS ESTABLISHED. I BELIEVE BOTH ACFT HAD TARGET FIXATION, AND HE DID NOT SEE HIM UNTIL THE LAST MIN. WITH ALL THE FLASHING LIGHTS FROM THE PATROL CARS HIS STROBES BLENDED IN. ALSO HIS ACFT IS BLACK AND SILVER AND IS DIFFICULT TO SEE WHEN LOOKING DOWN ON HIM. EVEN THOUGH I HAD BEEN PAGED WITH THE INFO THAT HE WAS IN THE AIR, BECAUSE I COULD NOT REACH HIM ON THE RADIO, I ASSUMED I HAD BEATEN HIM TO THE SCENE. AS I MENTIONED EARLIER, THE OTHER PLT AND I DISCUSSED THE ADRENALINE PUMPING AND TARGET FIXATION WHICH I BELIEVE AFFECTED EVERYBODY INVOLVED. FROM NOW ON WE WILL ENTER SCENE AT A MINIMUM OF 1000 FT AGL, AND THE POLICE WILL TRY TO COME UP ON FREQ SO THAT WE CAN COORDINATE.

Synopsis :

THE PLT OF A NEWS HELI WAS SO INTENT ON PURSUING A BANK ROBBER THAT HE GOT BTWN THE POLICE HELI, IN PURSUIT, AND THE SUSPECT.

Time

Date : 199901

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ITO

State Reference : HI

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : AS 350 Astar/Ecureuil

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 2500

ASRS Report : 426761

Person / 2

Function.Observation : Passenger

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Consequence.FAA : Investigated

Narrative :

ON A HELI TOUR AS I WAS ENRTE TO AN INTERMEDIATE DEST, I ENCOUNTERED WX SUCH THAT I WAS NOT ABLE TO CONTINUE. I LANDED IN AN AREA OF LARGE FIELDS AWAY FROM PEOPLE AND STRUCTURES TO ALLOW THE WX TO CLR. 4 ACFT WERE ON THIS FLT SEPARATED BY APPROX 2-5 MI FROM EACH OTHER. THE OTHER 3 COMPLETED THEIR TOUR WITHOUT INCIDENT. MY RTE OF FLT WAS DIFFERENT THAN THEIRS BECAUSE MY ACFT DID NOT HAVE FLOATS. I ELECTED TO STAY INLAND WHILE THE OTHER 3 WENT SHORELINE. MY RTE WAS MORE DIRECT. AT 12 MI I COULD SEE MY INTERMEDIATE DEST (A VOLCANIC VENT WITH VOLCANIC SMOKE RAISING INTO THE SKY). IT WAS STRAIGHT AHEAD. AT THAT TIME I HAD AN OVCST SKY AND IT WAS HIGH ENOUGH TO MAINTAIN MY REQUIRED 1500 FT AGL (SFAR 71) AND CLOUD CLRNC. BECAUSE OF NOISE ABATEMENT PROC IN THE AREA I COULD NOT FLY STRAIGHT TO MY DEST. I WAS REQUIRED TO USE A CORRIDOR BTWN SUBDIVISIONS. THE CORRIDOR WAS TO MY L FRONT APPROX 4 MI. I TURNED TOWARDS THE CORRIDOR AND IT STARTED TO BECOME OBSCURED WITH MISTY RAIN AND CLOUDS. I TURNED BACK TO VIEW MY INTERMEDIATE DEST AND COULD STILL SEE IT WITH NO RESTRS. TO THE R OF MY ORIGINAL RTE IS THE SLOPES OF MAUNA LOA -- A VOLCANIC MOUNTAIN RISING TO APPROX 14000 FT MSL. I KNEW THE CLOUDS ABOVE ME WOULD MEET THAT SLOPE, SO I COULD NOT GO IN THAT DIRECTION. I TOLD MY PAX THAT THE TOUR WAS CANCELED. I DECIDED TO CIRCLE AT MY PRESENT LOCATION, WHICH WAS AN AREA OF OPEN FIELDS. AS I CIRCLED THE CEILING STARTED TO DROP. WHEN I ATTEMPTED TO GO BACK IN THE DIRECTION I HAD COME, THE CEILING HAD COME DOWN SO LOW I FELT I WOULD GO BELOW MY REQUIRED 1500 FT AGL. THE SYS SEEMED TO BE MOVING VERY FAST. LISTENING TO ATIS AT HILO ARPT, WHICH WAS APPROX 12 MI AWAY, I HEARD VISIBILITY RPTED AT 10 MI. I ELECTED TO LAND IN THE OPEN FIELD TO WAIT OUT THE WX. AFTER APPROX 5 MINS THE WX BEGAN TO CLR. I DEPARTED THE OPEN FIELD ENRTE TO HILO ARPT. THERE I WOULD FUEL AND START MY TOUR OVER AGAIN. I COMPLETED THAT TOUR WITH NO OTHER INCIDENTS. BECAUSE OF THE RESTRS OF SFAR 71 AND THE NOISE ABATEMENT PROCS WE FOLLOW HERE IN HAWAII, AND THE LACK OF EMER FLOATS ON THE ACFT, I WAS PUT IN A POS OF COMPROMISING SAFETY. IF I COULD HAVE CONTINUED ON A DIRECT COURSE TO THE VENT I WOULD NOT HAVE ENCOUNTERED THE WX THAT I DID. THERE WAS NO DAMAGE TO THE ACFT OR PROPERTY.

Synopsis :

A TOUR HELI PLT RPT ON THE DELAY OF HIS TOUR DUE TO WX NEAR VOLCANO IN HAWAII. RPTR CITES THE DIFFICULTIES INVOLVED IN BEING IN COMPLIANCE WITH SFAR 71, IT BEING TOO ALL-INCLUSIVE AND RESTRICTIVE FOR FULL COMPLIANCE.

Time

Date : 199902

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX

State Reference : CA

Altitude.MSL.Bound Lower : 900

Altitude.MSL.Bound Upper : 900

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1400

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 1000

ASRS Report : 428822

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.Flight Crew : Took Evasive Action

Narrative :

I WAS FLYING THE ABOVE DESCRIBED HELI. I HAD BEEN MAINTAINING L-HAND ORBITS OVER THIS SAME LOCATION FOR OVER 20 MINS. I WAS TUNED TO LAX HELI FREQ 119.8 AND WAS TALKING TO SAME HAVING BEEN CLRED INTO CLASS B WITH LAX. I ALSO WAS MONITORING 123.02 (LOS ANGELES HELI'S ADVISORY FREQ) GIVING POS RPTS. WHILE OVER SAID LOC, I HEARD HELI 1 AND HELI 2 (COMMERCIAL HELIS) REQUEST TO TRANSITION NBOUND 110 FREEWAY (CLASS B) WITH LAX. LAX TWR CLRED BOTH AND ALSO ASKED ME IF I HAD VISUAL. I ADVISED 'AFFIRMATIVE, WILL KEEP VISUAL SEPARATION.' AT THIS TIME I ACTIVATED MY LNDG LIGHT AND TAXI LIGHT (ALREADY HAVING A LOWER AND UPPER STROBE ON AND HAVING ON MY ANTI- COLLISION LIGHT AND POS LIGHTS ON). APPROX 2-3 MINS LATER, I HEARD A THIRD HELI, HELI 3, ADVISE HE WAS 'EBOUND TO 10 FREEWAY AT LABREA' (APPROX 4 MI FROM MY LOCATION). HELI 1 AND HELI 2 WERE FLYING IN THE VICINITY OF LOS ANGELES CIVIC CENTER (CLOSE TO MY LOCATION) AND I THEREFORE KEPT MY LNDG AND TAXI LIGHTS ON FOR ADDITIONAL VISIBILITY AND GAVE A POS RPT ON 123.02. WHILE CONTINUING L-HAND ORBITS AND ON A HDG OF APPROX 270 DEGS, I OBSERVED AN ACFT EBOUND 10 FREEWAY AT APPROX 930 FT MSL. THIS ACFT WAS APPROX 30 FT ABOVE (VERT), 0 FT (HORIZ) AND APPROX 150 FT AHEAD AND CLOSING. AT THIS TIME I IMMEDIATELY REDUCED COLLECTIVE PITCH AND BANKED L (LARGER ANGLE) TO AVOID A MIDAIR COLLISION. AT THIS TIME I TURNED BACK NBOUND AND OBSERVED THE ACFT TO BE A HELI AND BELIEVED IT TO BE HELI 3. I THEN INQUIRED ON 123.02 IF HELI 3 HAD OBSERVED ME OR HEARD MY POS RPTS. HELI 3 ADVISED THAT HE HAD TO MAKE AN EVASIVE MANEUVER AND DID NOT SEE ME UNTIL JUST PRIOR. HELI 3 ALSO ADVISED ME THAT HE DID NOT HEAR MY POS RPTS. I FILED AN NMAC RPT WITH HAWTHORNE FSS AND ALSO NOTIFIED LAX TWR SHIFT SUPVR OF THE ABOVE INCIDENT. SUGGESTION: OUR HELIS HAVE TO BE AT LOWER ALTS IN ORDER TO BE ABLE TO PERFORM THEIR MISSION. COMMERCIAL HELIS DO NOT. I SUGGEST THAT THESE OPERATORS BE ENCOURAGED IF NOT MANDATED TO FLY AT HIGHER ALTS IN METROPOLITAN AREAS SUCH AS LOS ANGELES.

Synopsis :

AMERICAN EUROCOPTER AS350-B1 HAD AN NMAC WITH ANOTHER HELI.

Time

Date : 199903

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AWO.Airport

State Reference : WA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 5

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Make Model : Robinson R22

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 75

ASRS Report : 430120

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS HOVER TAXIING, LOOKING FOR SETDOWN/PARKING SPOT THAT WOULD NOT DISTURB FIXED WING ACFT IN AREA. THE GRASS AREA TO THE W OF TXWY (PARALLEL TO RWY 16/34) LOOKED POSSIBLE. I KNEW THERE WERE OPS OF SMALL FIXED WING AND GLIDERS ON THAT GRASS STRIP BUT THOUGHT THEY WERE EMBARKING FROM ABEAM THE 16 NUMBERS. IF THIS WAS THE CASE, THE AREA I PROCEEDED TOWARD WOULD HAVE BEEN VERY FAR UPWIND OF ROTATION AREA (3000 FT) AND 50 FT OR MORE OFF CTRLINE. I CHKED VISUALLY AND SAW NO TFC. THEY WERE DEPARTING FROM A CLOSER PARALLEL. AS I NEARED THE AREA, I WAS NOTIFIED BY SOMEONE ON CTAF THAT I WAS OR WAS ABOUT TO ENCROACH THE GLIDER/TOW OPS AREA. I IMMEDIATELY MOVED BACK TO TXWY. NO EVASIVE ACTION TAKEN OR REQUIRED. AN OBSERVER (UNIDENTED) APCHED ME AFTER I PARKED (ON GA TARMAC) AND SAID IT WAS A TOW PLT THAT NOTIFIED ME ON THE RADIO AND HE HAD STARTED, BUT THEN STOPPED AND STARTED AGAIN ON HIS TKOF ROLL.

Synopsis :

A ROBINSON 22 HELI TAXI HOVERS IN THE PROX OF A GLIDER TOW OP AT A NON TWR ARPT, CAUSING ONE ACFT TO ABORT ITS TKOF.

Time

Date : 199903

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 75

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 55

ASRS Report : 431585

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.Flight Crew : Took Evasive Action

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

ENRTE TO HOSPITAL FOR A PATIENT PICKUP, PF WAS NEW TO THE AREA, PNF WAS BRIEFING THE PF ON THE LNDG AREA, OBSTACLES AND FINAL COURSE FOR LNDG. BECAUSE OF THE DIRECTION AND SPD OF THE WINDS, THE FINAL COURSE WOULD BE DIFFERENT FROM NORMAL, BRINGING US IN OVER THE PARKING LOT. ON FINAL, PNF ASKED IF I HAD THE LIGHT ON TOP OF THE WINDSOCK POLE IN SIGHT. I DID (WHICH WAS TO THE R OF THE LNDG PAD). ON SHORT FINAL, PNF ASKED IF I HAD THE LIGHT POLE ON THE R, I DID (THERE WAS A LIGHT POLE TO THE R OF THE WINDSOCK POLE). SHORTLY AFTER THAT, THE PNF SAID 'PULL UP, PULL UP.' THE COLLECTIVE WAS INCREASED AND WE HEARD SOMETHING HIT THE ACFT. WE THEN LANDED ON THE HELIPAD. THERE WAS A SMALL DENT AND A SCRATCH IN THE PAINT ON THE LOWER L FUSELAGE. THERE WERE 2 LIGHT POLES IN THE PARKING LOT. THE PNF EXPECTED US TO GO BTWN THE 2 POLES INSIDE THE PARKING LOT WITH ONE OF THEM ON MY SIDE (ON THE R). I NEVER SAW THE ONE WE CONTACTED. I DID SEE THE ONE ON THE R (OUTSIDE THE PARKING LOT). DURING THE BRIEFING FOR LNDG, NUMEROUS OBSTACLES WERE DISCUSSED. I ASKED THE PIC IF HE WANTED TO LAND THE ACFT, ALTHOUGH I FELT COMFORTABLE WITH THE APCH. HE DECLINED. IN RETROSPECT, THE PIC WHO WAS FAMILIAR WITH THE LNDG AREA SHOULD HAVE LANDED THE ACFT. WITH NUMEROUS OBSTRUCTIONS IN A CONFINED AREA, IT IS DIFFICULT TO BRIEF EVERYTHING AND ON THE OTHER SIDE, IT IS DIFFICULT TO GET A MENTAL PICTURE OF EVERYTHING. THE POTENTIAL WAS GREAT FOR SOMETHING MUCH WORSE THAN A DENT AND SCRATCH.

Synopsis :

THE SECOND PLT OF AN AMB HELI STRUCK A LIGHT POLE DURING APCH TO LAND AT A HOSPITAL DUE TO HIS UNFAMILIARITY WITH THE HELIPAD, AND THE LACK OF DIRECTION BY THE PIC IN THE L SEAT, WHO WAS FAMILIAR WITH THE LNDG AREA.

Time

Date : 199903

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TCC.Airport

State Reference : NM

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Robinson R22

Component / 1

Aircraft Component : Chip Detector Indicator

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 6000

ASRS Report : 431976

Person / 2

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Aircraft : Equipment Problem Dissipated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING EBOUND ON I-40 ENRTE TO TUCCUMCARI, NM, UNCTLED ARPT. APPROX 3 MI BEFORE I REACHED THE CITY, MY TAIL ROTOR CHIP DETECTOR LIGHT ILLUMINATED. SINCE IT WAS DUSK, I STARTED AN APCH TOWARDS THE CITY BECAUSE THE ARPT WAS STILL APPROX 6 MORE MI TO THE E. WHEN I WAS OVER THE CITY I LOCATED A VACANT FIELD TO MAKE A PRECAUTIONARY LNDG. I MADE A HIGH RECONNAISSANCE OF THE AREA AND STARTED MY APCH INTO THE FIELD. I CONTINUED WITH A LOW RECONNAISSANCE AND THERE WERE NO PEOPLE OR VEHICLES AROUND THIS AREA AND I WAS APPROX 500-800 FT FROM THE CLOSEST BUILDING. UPON SETTING DOWN AND ROLLING MY THROTTLE OFF, THE TAIL ROTOR CHIP DETECTOR LIGHT WENT OUT. I RAN THE ENG A LITTLE LONGER AND IT DID NOT COME ON, SO I REPOSITIONED THE ACFT TO A MORE SECURE AREA. I HOVER-TAXIED APPROX 500 FT TO A PARKING LOT WITH A CHAIN LINK FENCE ON 2 SIDES. NO PEOPLE OR VEHICLES WERE PRESENT AND I REMAINED APPROX 300 FT FROM THE CLOSEST BUILDING. AS SOON AS I TOUCHED DOWN, I HAD MY PAX OPEN HIS DOOR AND WATCH THE REAR OF THE ACFT TO MAKE SURE NO ONE APCHED FROM THAT DIRECTION. A POLICE OFFICER PULLED UP AS WE WERE SHUTTING DOWN AND HE WAS ON THE PHONE TO THE FAA. HE INFORMED ME THAT WE MADE AN UNAUTH LNDG, BUT HE SAID THE CITY DOES NOT HAVE AN ORDINANCE PROHIBITING A HELI FROM LNDG WITHIN THE CITY LIMITS. I TALKED TO THE SAME FAA INSPECTOR LATER THAT NIGHT ON THE PHONE AND EXPLAINED EVERYTHING TO HIM. MY PAX WAS ALSO AN A&P, HE CHKED THE TAIL ROTOR CHIP DETECTOR AND DID NOT FIND ANYTHING. THE NEXT MORNING, I CALLED THE LCL POLICE AND THEY SECURED THE AREA FOR ME TO DEPART AT ABOUT XA45. AT NO TIME DURING THIS ENTIRE INCIDENT WAS ANYTHING DONE IN A CARELESS OR RECKLESS MANNER. AT ALL TIMES THE PLT, PAX, ACFT AND PUBLIC SAFETY WERE OF MOST CONCERN.

Synopsis :

THE PLT OF A ROBINSON R22 HELI MAKES A PRECAUTIONARY OFF ARPT LNDG WITHIN THE CITY LIMITS OF TCC, NM, WHEN HIS TAIL ROTOR CHIP DETECTOR ALERTS HIM TO A POSSIBLE PROB.

Time

Date : 199903

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : POC.Airport

State Reference : CA

Altitude.AGL.Bound Lower : 200

Altitude.AGL.Bound Upper : 500

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : ONT.Tower

Make Model : Robinson R44

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1000

Experience.Flight Time.Last 90 Days : 64

Experience.Flight Time.Type : 65

ASRS Report : 432150

Person / 2

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.ControllerA : 2

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS ENRTE VFR FROM VNY TO RIVERSIDE. AFTER TRANSITIONING EL MONTE CLASS D, I WAS PROCEEDING SE FOR POMONA FREEWAY EBOUND FOR A TRANSITION OF ONT TO RAL. AS BEST AS I CAN DETERMINE, I ACCIDENTALLY FOLLOWED THE 210 NBOUND THEN E ON THE 10 INTO BRACKET CLASS D. WHEN I CALLED ONT I WAS INFORMED THAT I WAS NW OF FIELD INSTEAD OF SW WHICH I EXPECTED. THE POMONA FREEWAY TRAVELS NE THROUGH ROLLING HILLS. I MISSED THE EASTERLY TURNOFF. ONT TWR ASKED ME TO CALL BRACKET TWR ONCE I WAS AT RIVERSIDE AND PROVIDED ME WITH NUMBER. ONCE I HAD COMPLETED LCL GND RESPONSIBILITIES, I CALLED BRACKETT TWR. CONTRIBUTING FACTOR: WX CONDITIONS WERE MARGINAL FROM 2-6 MI VISIBILITY, DEPENDING ON ATIS FACILITY AND 400-600-1000 FT AGL CEILING. POOR VISIBILITY COULD HAVE CONTRIBUTED TO CONFUSION IN NAV. PLT: I HAVE FLOWN RTE SEVERAL TIMES WITH STUDENTS PRIMARILY XCOUNTRY REQUIREMENTS. I HAVE 1000+ HRS, NO ACCIDENTS TO DATE. THE FLT WAS EARLY IN MORNING SO FATIGUE COULD HAVE BEEN A FACTOR. WE WERE HURRYING TO ARRIVE BY XA00, SO THIS MIGHT ALSO HAVE CONTRIBUTED (WE HAD 20 MINS TO COMPLETE 10 MINS OF FLT). GEOGRAPHICAL CONFUSION: THIS IS A VERY CONFUSING AREA FOR NAV. FREEWAYS RUN PARALLEL. GND MAY OBSTRUCT VIEW OF INTERCHANGES. FLAT AREAS HAVE FEW DISTINGUISHING FEATURES. RECOMMENDATIONS: I BELIEVE STRESS MAY HAVE CONTRIBUTED. I WILL REST MORE PRIOR TO FLT AND ALLOW MORE TIME, ESPECIALLY IN QUESTIONABLE WX, OR NOT FLY FLT DUE TO WX. ALSO SINCE TWR OPERATOR INDICATED THIS CONFUSION IS A COMMON OCCURRENCE, RESTRICT BRACKETS AIRSPACE TO THE S TO THE 10 FREEWAY. POSSIBLY MODIFY VOR/GPS-A APCH ACCORDINGLY.

Synopsis :

A ROBINSON 44 PLT ENTERS THE CLASS D AIRSPACE OF POC ARPT WHEN HE FOLLOWS THE WRONG FREEWAY IN SEARCH OF RIVERSIDE.

ACN: 432735

Time

Date : 199901

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : FL

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Falcon 20G/20GF/ Mysterre Falcon 200

Make Model : Jet Ranger III

Aircraft / 2

Make Model : Falcon 20G/20GF/ Mysterre Falcon 200

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 432735

Person / 2

Function.Observation : Passenger

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON JAN/XA/99 AT XB05, AS PLT OF A BELL HELI OPERATING OFFSHORE IN THE GULF OF MEXICO NEAR MOBILE, AL, A MIL FALCON JET PASSED DOWN MY L SIDE FROM BEHIND, LEVEL, WITH A LATERAL SEPARATION OF APPROX 1000 YARDS THEN ABRUPTLY TURNED R XING DIRECTLY IN FRONT OF MY ACFT TERRIFYING MY PAX AND FURTHER ENDANGERING US WITH HIS WAKE. BACKGND: THE WX WAS CLR AND COOL WITH LIGHT WINDS AND NO RESTRS TO VISIBILITY OR CEILING. AT XA55, I WAS OPERATING FAR PART 135 WITH 2 PAX ON BOARD DEPARTED AN OIL PLATFORM ON A COMPANY VFR FLT PLAN TO ANOTHER PLATFORM, HDG NNW AT 500 FT AND 105 KTS WHEN THE HIGH SPD JET OVERTOOK US. THE PAX IN THE REAR OF MY ACFT (AN EXPERIENCED OFFSHORE OIL FIELD HAND) CALLED OUT IN ALARM THAT A COLLISION WAS IMMINENT, 'DSND!' I WENT TO FLAT PITCH JUST AS THE EVENTS IN THE FIRST PARAGRAPH UNFOLDED UNSURE AS TO WHETHER I WAS BEING INTERCEPTED XING THE ADIZ OR BEING FORCED TO LAND FOR SOME REASON. I VERIFIED THAT MY XPONDER WAS ON, FUNCTIONING AND SET TO THE APPROPRIATE OFFSHORE CODE -- IT WAS. I IMMEDIATELY IDENTED MYSELF SEVERAL TIMES ON VHF GUARD 121.5 SO THE MIL PLT WOULDN'T DO THAT AGAIN. THERE WAS NO RESPONSE. I MADE REPEATED CALLS ON VHF 123.1 AND ON VHF 122.8, THE UNICOM FREQ FOR NEARBY DAUPHIN ISLAND ARPT. THE MIL ACFT DID NOT RESPOND AND WAS NOT SEEN AGAIN. YOUR PLT LATER EXPLAINED THAT HE WAS AT 500 FT ALT OVER 200 KTS AND HAD BEEN ALERTED TO MY PRESENCE BY HIS TCASII. THE COMMANDER POINTED OUT THE 'SEE AND BE SEEN' NATURE OF THAT ENVIRONMENT AND NOTED THAT I HAD TAKEN NO EVASIVE ACTION. COMMENTS: 1) I WAS THE OVERTAKEN ACFT. YOUR JET APCHING FROM MY 6 O'CLOCK WITHOUT WARNING WAS THE BURDENED ACFT. 2) I WAS DOING EVERYTHING RIGHT -- LEGALLY AND SAFE, YET IF MY XPONDER HAD MALFUNCTIONED, WE WOULD ALL PROBABLY BE DEAD RIGHT NOW. FINAL COMMENTS: THE FIRST 3 PLTS IN A ROW THAT I MENTIONED THIS INCIDENT TO ALL SAID EXACTLY THE SAME THING -- 'SOUNDS FAMILIAR' -- AND PROCEEDED TO RELATE THEIR OWN FALCON NEAR DISASTER, BUT NONE HAD EVER RPTD THEIR MISHAPS TO ANYONE. THERE IS SIMPLY NO INCENTIVE TO DO THAT AND UNFORTUNATELY THE FAA IS NOT A VIABLE AVENUE OF APCH TO SUCH MATTERS. AS A RESULT, YOUR PROB (RISK LEVEL) MAY BE MUCH, MUCH HIGHER THAN YOU REALIZE. I WROTE THIS WKS AGO BUT DIDN'T MAIL IT UNTIL MY SECOND 500 FT LESS THAN 1 MI FALCON ENCOUNTER IN 2 MI VISIBILITY AT XA30 ON MAR/XB/99 NEAR VK124. IF YOU DO NOT MAKE OPERATIONAL CHANGES TO REDUCE THE RISK YOU POSE TO OTHERS AND STATISTICALLY MONITOR TCASII ALERTS, I AM CONVINCED THAT YOU WILL NEGLIGENTLY CONTINUE TO ENDANGER OTHERS IN THIS REGION WITH THAT PARTICULAR ACFT. A HIGH SPD COLLISION WITH AN INNOCENT HELI CREW WILL BE GRAPHIC, COSTLY, FATAL, AND MOST OF ALL UNNECESSARY. YOU HAVE THE WRONG TOOL FOR THE JOB AROUND HERE SIR.

Synopsis :

THE PLT OF A B06 RPTS THAT A UNITED STATES MIL FA20 PASSED NEAR TO HIM AND TURNED IN FRONT OF HIM WHILE HE WAS ENRTE BTWN 2 OIL PLATFORMS AT 500 FT ALT. THIS HAS HAPPENED TO THIS PLT TWICE.

Time

Date : 199904

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FRG.Airport

State Reference : NY

Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FRG.Tower

Make Model : Jet/Long Ranger

Component / 1

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 11500

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 400

ASRS Report : 432793

Person / 2

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Situations

Aircraft.Make Model.Value : 128.32

Supplementary

Problem Areas : Aircraft

Narrative :

AFTER HDOF FROM JFK TWR TO BELOW AND E OF CLASS B AIRSPACE, WHILE VFR FROM HELIPAD TO FRG IN A BHT206-BII, WAS UNABLE TO CONTACT FRG TWR FOR CLRNC TO ENTER CLASS D AIRSPACE FOR LNDG AT HANGAR. IT APPEARED THAT THE GENERATOR DROPPED OFF LINE AND THE BATTERY PWR WAS TOO LOW TO SUPPORT MY XMISSIONS TO TWR FOR CLRNC TO ENTER CLASS D AIRSPACE. WHILE REMAINING SW OF CLASS D AND TRYING TO TROUBLESHOOT PROB, THE ANNUNCIATOR LIGHT INDICATING LOSS OF PWR TO FUEL PUMPS CAME ON. BEING UNABLE TO XMIT TO DECLARE MY EMER, AND BEING OVER A CONGESTED AREA, I DETERMINED THAT THE SAFEST COURSE OF ACTION WAS TO ENTER CLASS D WITHOUT CLRNC AND LAND AT HANGAR. THIS AREA IS IN THE SW CORNER OF THE ARPT, CLOSEST TO MY POS AND MY FLT PATH DID NOT INTERFERE WITH OTHER TFC. TWR WAS UNAWARE OF MY ARR UNTIL NOTIFIED BY ANOTHER ACFT THAT HAD HEARD PARTS OF MY XMISSIONS. AFTER LNDG, I WAS ABLE TO RESET THE GENERATOR SWITCH AND THE PROB DID NOT RECUR. I MIGHT HAVE BEEN ABLE TO AVOID THIS SIT IF I HAD NOTICED EARLIER THE LACK OF GENERATOR OUTPUT AND HAD MORE QUICKLY SHED ELECTRICAL LOAD.

Synopsis :

A BELL HELI TEXTRON LOST ALL ELECTRICAL PWR AND ENTERED CLASS D AIRSPACE WITHOUT CLRNC.

Time

Date : 199904

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JWN.Airport

State Reference : TN

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 140

Make Model : Helicopter

Aircraft / 2

Make Model : Cessna 140

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5200

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 650

ASRS Report : 432892

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

DURING AN OPERATIONAL CHK FLT, WHILE ON APCH TO RWY, I DID NOT SEE AN AIRPLANE THAT WAS OBVIOUSLY ON SHORT FINAL. I MADE MY APCH TO THE SOD ADJACENT TO RWY. AT ABOUT 100 FT AGL, I LOOKED TO MY L AND SAW THIS AIRPLANE PASS BY MY ACFT WITHIN ABOUT 300 FT. I WAS MONITORING UNICOM FREQ AND HEARD NO RADIO CALLS. I WAS ALSO FLYING L TFC PATTERN AS TO AVOID THE FLOW OF FIXED WING ACFT. THIS RWY USES R TFC NORMALLY. NEITHER ACFT MADE ANY EVASIVE MANEUVERS. I THINK THIS WAS A CASE OF A HIGH WING ACFT NOT BEING ABLE TO SEE UP, AND A HELI NOT HAVING GOOD VISIBILITY SEEING DOWN ON APCH. I WAS ALSO BUSY MONITORING ENG INSTS AS AN ENG COMPONENT WAS BEING CHKED.

Synopsis :

BK117 HELI PLT HAS NMAC ON APCH TO JWN.

Time

Date : 199904

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MMU.Airport

State Reference : NJ

Altitude.MSL.Bound Lower : 1500

Altitude.MSL.Bound Upper : 1700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MMU.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Make Model : Helicopter

Aircraft / 2

Controlling Facilities.Tower : MMU.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11900

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 3400

ASRS Report : 433585

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED THROUGH MMU CLASS D AIRSPACE 1700 FT TO PRV HELIPORT 3 NM NW OF ARPT. NO TA'S FROM TWR. RECEIVED TA ON OUR TCASI TFC INDICATING 400 FT ABOVE AND DSDING, 2 MI TO APPROX OUR R FRONT. ACFT (BIZJET) CAME INTO VIEW IN A MATTER OF SECONDS AT 2 O'CLOCK POS. WE BEGAN A DSCNT AND IT APPEARED THE JET ABRUPTLY LEVELED (PERHAPS IN RESPONSE TO AN RA) AND PASSED OVERHEAD. END OF CONFLICT. TWR TOLD US IT APPEARED TO CONTINUE DSCNT TO 1800 FT BUT THEY WEREN'T WORKING IT.

Synopsis :

CPR HELI INVOLVED IN NMAC WITH UNIDENTED SMALL JET WHILE IN CLASS D AIRSPACE AT 1700 FT MSL.

ACN: 434555

Time

Date : 199904

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CID.Airport

State Reference : IA

Altitude.AGL.Single Value : 5

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Enstrom Helicopter 280 Shark

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4030

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 3600

ASRS Report : 434555

Events

Anomaly.Ground Encounters.Other : SURFACE

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I APPEARED AT A SCHOOL IN THE TV STATION'S HELI. I WAS SCHEDULED TO TALK ABOUT FLYING HELIS AND BEING ON TV. AFTER SPEAKING FOR ABOUT 1 HR, IT WAS TIME TO LEAVE. AFTER SPENDING 30 MINS TELLING THE KIDS HOW HELIS LAND WITHOUT PWR, I DECIDED TO SHOW THEM AN AUTOROTATION IN A LARGE OPEN PARK NEXT TO THE SCHOOL. I CHOSE TO DO A FULL TOUCHDOWN AUTO. RIGHT BEFORE CONTACT WITH THE GND THE TAIL ROTOR STRUCK THE SOD. I DID NOT HIT HARD, I JUST WASN'T LEVEL ENOUGH. THE TAIL ROTOR BLADES WERE DAMAGED, BUT NO PARTS DEPARTED THE ACFT AND NO ONE WAS IN ANY DANGER. IT WAS NOT A RPTABLE INCIDENT. I AM WORRIED ABOUT BEING VIOLATED. 91.119(A) -- I NEED TO BE ABLE TO PERFORM AUTOROTATIONS TO COMPLY AND HAVE CONFIDENCE TO DO THEM IN OPEN AREAS. 91.13 -- THIS IS WHAT I MIGHT BE CHARGED WITH. IT WAS NOT A GOOD IDEA TO DEMONSTRATE THIS MANEUVER, IT HAS THE APPEARANCE OF SHOWING OFF. CONTRIBUTING FACTORS: LIGHT AND VARIABLE WINDS CAUSED MY VERT DSCNT, DURING FLARE, TO BE FASTER AND I MISJUDGED MY LEVELING OF THE HELI. WEAK TAIL SKID, IF THIS WAS A NEWER 280 IT WOULD HAVE A COMPLETE TAIL GUARD AND I WOULD NOT BE WRITING THIS RPT. BAD RELATIONS WITH LCL POLICE CAUSED THEM TO RPT ME. THEY HAVE HAD 2 BAD HELI CRASHES (NEAR FATAL), AND I COVERED THEM ON TV. THEIR CHANCE TO GET EVEN. I PRACTICE FULL TOUCHDOWN AUTOS AND HAVE DONE ABOUT 1000, THIS IS A COMMON OCCURRENCE. THIS IS MY FIRST DAMAGE OF AN ACFT IN 16 YRS OF FLYING AND 4000 HRS.

Synopsis :

AN ENSTROM HELI STRUCK THE TAIL ROTOR DURING A DEMONSTRATION OF THE AUTOROTATION MANEUVER.

ACN: 435465

Time

Date : 199904

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Make Model : Helicopter

Aircraft / 2

Controlling Facilities.TRACON : ZZZ.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3950

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 50

ASRS Report : 435465

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED HOSPITAL NEBOUND BACK WITH A PATIENT. ABOUT 5 MI NE OF THE HOSPITAL, I NOTICED AN AIRPLANE ABOUT 1 O'CLOCK OPPOSITE DIRECTION 1/2 TO 3/4 MI. I TURNED L TO AVOID. I THEN NOTICED THE PLANE WAS MAKING A SLOW TURN TOWARD ME. I TURNED L MORE AND OBSERVED HIM PASSING DOWN MY R SIDE STILL IN A GRADUAL TURN AND CIRCLING BEHIND ME. HE CAME OUT OF MY OPPOSITE SIDE BEHIND ME AND CONTINUED ON TO NW. THE WX WAS BEAUTIFUL AND I WAS MONITORING THE CTAF FOR BOTH XXX AND YYY AS THEY WERE 2 UNCTLED ARPTS IN VICINITY. THE TFC WAS PRETTY HVY AT XXX BUT WE WERE WELL OUTSIDE THEIR AREA. RIGHT AFTER TKOF I SCANNED AROUND AND THE AREA WAS CLR. I LOOKED DOWN TO ADJUST A RADIO AND WHEN I LOOKED BACK UP I SAW THE PLANE. BASED ON THE REACTION OF THE OTHER ACFT I DON'T THINK HE EVER SAW ME. I'LL KNOW TO BE DOUBLY VIGILANT IN FUTURE AND TO ANTICIPATE UNEXPECTED MANEUVERS BY THE OTHER ACFT.

Synopsis :

PLT OF AN AMBULANCE HELI MADE AN EVASIVE ACTION TURN AFTER A FIXED WING ACFT WAS OBSERVED COMING TOWARD HIM AT THE SAME ALT.

Time

Date : 199905

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6400

Experience.Flight Time.Last 90 Days : 35

Person / 2

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.None Taken : Insufficient Time

Resolatory Action.Other : RAN OUT OF GAS

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

THE PUBLIC RELATIONS FLT WAS GIVEN TO ME SEVERAL DAYS IN ADVANCE REGARDING A FULL PAX LIST TO INCLUDE A COMPANY VICE PRESIDENT. THE MISSION CONSISTED OF A FLT WITH 3 LEGS. EACH LEG OF THE FLT WOULD BE ABOUT 15-20 MINS LONG WITH A 30 MIN FLT TO RETURN TO THE ARPT AND THEN BACK TO THE HOSPITAL. I STARTED THE MISSION WITH 1 HR 30 MINS OF FUEL ON BOARD THE HELI, 900 LBS FUEL. THE FIRST LEG WAS COMPLETED IN 19 MINS AFTER CIRCLING THE LNDG ZONE A FEW TIMES. THE SECOND LEG OF THE MISSION IS WHEN THINGS STARTED TO GO WRONG. IN PREPARING TO START THE ACFT, A LOUD WARNING ALARM SOUNDED SIMILAR TO THE FADEC WARNING HORN. I TURNED OFF THE BATTERY PWR AND SCANNED THE COCKPIT FOR MISPLACED SWITCHES. FINDING NOTHING OUT OF PLACE, I STARTED MY PRESTART CHK FROM THE BEGINNING WITH NO FURTHER OCCURRENCE OF THE WARNING HORN. I STARTED THE #2 ENG FIRST AND NOTED THAT THE #2 GENERATOR DID NOT COME ON LINE. I TURNED THE GENERATOR OFF AND THEN BACK TO THE ON POS WITHOUT RESULTS. I THEN STARTED THE #1 ENG AND TURNED THE #1 GENERATOR ON WITHOUT A PROB. I NOTED THAT THE COCKPIT AREA COULD NOT TALK ON THE INTERCOM TO THE REAR CABIN AREA AND THE PLT'S LOWER EFIS SCREEN DID NOT ILLUMINATE WHILE THE UPPER SCREEN SHOWED A COMPOSITE PICTURE. ALSO THE SCAS LIGHT DID NOT ILLUMINATE. PRESSING THE BUS INTERCONNECT SWITCH DID NOTHING TO CORRECT THE PROB. I TOLD THE VICE PRESIDENT OF THE PROB AND TOLD HER THAT I COULD FLY AWAY OR SHUT DOWN. SHE INDICATED THAT SHE DID NOT WISH TO DELAY THE DEP IN FRONT OF ALL THE PEOPLE WATCHING OUR DEP. SHE TURNED AROUND AND ASKED THE PEOPLE ON THE CABIN AREA IF THEY WERE READY FOR LIFTOFF AND WE DEPARTED THE AREA. AFTER REACHING OUR CRUISING ALT I NOTED THE FUEL AND RADIOED COMS AND INFORMED THEM THAT I HAD 1 HR (600 LBS) OF FUEL REMAINING FOR OUR 15 MIN FLT. ENRTE, I ATTEMPTED TO PROGRAM THE GPS FOR THE NEXT LEG OF THE FLT. WITH THE SCAS AND AUTOPLT INOP, IT WAS VERY DIFFICULT TO DO BECAUSE OF THE LOCATION OF THE GPS IS SUCH THAT THE PLT'S HAND COVERS THE DISPLAY WHILE PROGRAMMING. ALSO THE ACFT IS MUCH MORE DIFFICULT TO HAND FLY WITHOUT THE SCAS SYS WORKING. MY ATTN WAS DIVIDED BTWN THE 2 PROCS FOR LONGER THAN WOULD HAVE BEEN NORMALLY NECESSARY. HOWEVER, I DID PROGRAM THE GPS AND FLY TO THE COORDINATES ONLY TO FIND THAT I WAS OVER FARMLAND AND NOWHERE NEAR A TOWN. I ASKED MY COMS TO VERIFY THE COORDINATES TWICE AND I CHKED MY GPS ENTRY TWICE AND CONFIRMED MY ENTRY WITH THE VICE PRESIDENT SITTING IN THE COPLT SEAT. I THEN ABORTED THE MISSION AND TURNED N PROGRAMMING THE HOME BASE INTO THE GPS. HAVING ADDITIONAL TIME WHILE RETURNING TO HOME BASE, I TOOK OUT THE FLT MANUAL LOOKING UP THE PROC FOR THE GENERATOR FAILURE TO TRY TO GET BACK SOME OF THE SYS I HAD LOST. I DID GET THE #2 GENERATOR BACK ON LINE AND ALL SYS WERE UP. I HAD 30 MINS OF FUEL REMAINING (300 LBS) AND EXPECTED I WAS STILL CLOSE TO THE PUBLIC RELATIONS LNDG AREA AND TURNED BACK S. I CALLED COMS AND ASKED IF THE AREA WAS NEAR ONE OF THE PREPROGRAMMED GPS POS AND THEY SAID THAT IT WAS. I DIALED IN THE POS AND NOTED THAT I WAS 30 MI TO THE E AND WITH A STRONG HEADWIND WOULD BE TIGHT ON FUEL. I THEN PROGRAMMED AN ARPT E OF TOWN AND NOTED THAT IT WOULD ONLY GIVEN ME AN EXTRA 3 MINS. MY NEXT CHOICE WAS ANOTHER ARPT AND NOTED THAT I WAS 18 MINS AWAY AND HAD 24 MINS (240 LBS) OF FUEL LEFT. IT WAS CLOSE BUT MY BEST OPTION. AS TIME AND FUEL COUNTED DOWN, I CALLED IN SEVERAL POS RPTS AND COULD SEE THAT IT WOULD BE CLOSE -- MAYBE ONLY 3 MINS REMAINING WHILE TOUCHING DOWN AT THE FUEL PUMP. THE LAST 100 LBS WENT QUICKLY WITH THE ARPT IN SIGHT. I WAS FLYING OVER OPEN FIELDS BUT ELECTED TO RELY ON MY ORIGINAL FUEL CALCULATIONS. IT WAS DISBELIEF WHEN THE #2 FUEL GAUGE REACHED ZERO AND THE #1 GAUGE WITH 10 LBS WITH 1/2 MI TO GO THE ARPT. I WAS HOPING IT WAS WRONG. WITHIN SECONDS, THE #2 ENG FLAMED OUT AND I LOWERED THE COLLECTIVE LETTING THE #1 ENG MAINTAIN ROTOR RPM DURING THE DSCNT. I SET UP FOR AN AUTOROTATION AND CONTINUED INTO THE WIND TO THE OPEN FIELD BELOW ME. I CONTINUED THE AUTOROTATION MANEUVER TO ITS COMPLETION WITH THE EXPECTATION OF THE #1 ENG QUITTING AT ANY MOMENT. THE FLARE, PITCH PULL, AND TOUCHDOWN WITH 2 HELI LENGTHS OF GND RUN RESULTED WITH NO DAMAGE TO THE ACFT OR INJURIES TO THE PERSONNEL ON BOARD. WHILE FOCUSING ON THE LNDG MANEUVER, I DID NOT NOTE WHEN OR IF THE #1 ENG FLAMED OUT PRIOR TO THE ACFT COMING TO A STOP. IT DID, HOWEVER, FLAME OUT PRIOR TO ENG SHUTDOWN. THE ACFT CAME TO A STOP 300 YARDS SHORT OF ITS INTENDED DEST OF THE ARPT FUEL PUMPS. 20 GALLONS OF FUEL WAS ADDED TO THE ACFT RESULTING IN THE FUEL GAUGE STARTING AT ZERO AND THEN INDICATING 230 LBS OF FUEL IN THE TANKS.

Synopsis :

SMT TWIN ENG HELI PLT DEPARTED WITH SEVERE ELECTRICAL PROBS AND THEN RAN OUT OF GAS.

Time

Date : 199905

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : LA

Altitude.MSL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 168

Experience.Flight Time.Type : 1200

ASRS Report : 736778

Events

Anomaly.Ground Encounters.Other : OIL PLATFORM

Anomaly.Inflight Encounter : Turbulence

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE LNDG FROM A HOVER ON AN OIL RIG PRODUCTION PLATFORM, I FELT A JOLT WHICH I THOUGHT WAS THE RESULT OF A LESS THAN NORMAL TOUCHDOWN DUE TO WIND TURB OVER THE HELIDECK. I SHUT DOWN THE ACFT TO PERFORM AN INSPECTION TO ENSURE THAT SOME OBJECT HAD NOT CONTACTED THE TAIL ROTOR AS THERE WERE OBSERVED OBSTRUCTIONS TO THE REAR OF THE ACFT DURING APCH. PERSONNEL ON THE PLATFORM INDICATED THAT THE TAIL OF THE ACFT APPEARED TO CONTACT A PROTRUDING 'I' BEAM THAT WAS SUPPORTING A WORK CRANE. I PERFORMED A VISUAL INSPECTION OF THE TAIL ROTOR AND VERT FIN AND SAW NO APPARENT DAMAGE. I STARTED THE ACFT AGAIN AND CHKED FOR ANY UNUSUAL VIBRATIONS AND CTL ABILITY. EVERYTHING APPEARED NORMAL SO I CONTINUED WITH MY MISSION WHICH TERMINATED AT MY BASE IN VENICE, LA. DURING POSTFLT INSPECTION I FOUND A SMALL DENT IN THE LEADING EDGE OF THE AFT VERT FIN. I WROTE THIS UP ON THE ENGINEERING RPT.

Synopsis :

HELI PLT STRIKES PART OF OIL RIG WHILE LNDG.

Time

Date : 199905

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ONP.Airport

State Reference : OR

Altitude.MSL.Single Value : 300

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Iroquois 205 (Huey)

Make Model : SA 365 Dauphin 2

Aircraft / 2

Make Model : SA 365 Dauphin 2

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 9205

Experience.Flight Time.Last 90 Days : 162

Experience.Flight Time.Type : 272

ASRS Report : 437100

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Company Review

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON AN AFTERNOON IN MAY, AT APPROX 4 NM S OF ONP ARPT, I WAS FLYING A BELL UH1H. THE WX AT THE SHORELINE WAS 300 FT INDEFINITE AND 3/4 TO A MI VISIBILITY. I SAW WHAT APPEARED TO BE A MIL DAUPHIN APCHING. HE HAD PREVIOUSLY CALLED 7 MI TO THE S OF ONP ON A SPECIAL VFR TO ONP. I HAD DETERMINED MY POS TO BE JUST OUTSIDE THE CLASS E AND WAS ABOUT TO CALL WHEN I SAW THE ACFT. I DIVERTED MY COURSE TO THE R. THE MIL HELI EXECUTED A CLING L TURN AND I TURNED L TO AVOID. OUR SEPARATION ON PASSING WAS ABOUT 300 FT HORIZ AND 50 FT VERT. I CALLED ON 123.025 AND LATER ON 122.8 BUT RECEIVED NO RESPONSE. I LANDED AT THE NEXT ARPT S AT FLORENCE. A CALL CAME IN AS I WAS REFUELING THE HELI. THE PLT OF THE MIL HELI AND I DISCUSSED THE SIT. I CALLED THE CHIEF PLT OF MY COMPANY, AND SECURED THE ACFT FOR THE DAY IN THE WORSENING WX.

Synopsis :

HELI PLT ENCOUNTERS NMAC WITH MIL HELI.

Time

Date : 199905

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BFI.Airport

State Reference : WA

Altitude.AGL.Single Value : 150

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BFI.Tower

Make Model : Jet/Long Ranger

Make Model : PA-31 Navajo Chieftan/Majave/Navajo

Aircraft / 2

Controlling Facilities.Tower : BFI.Tower

Make Model : PA-31 Navajo Chieftan/Majave/Navajo

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 1700

ASRS Report : 437411

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON A PHOTO MISSION, I ASKED FOR AND RECEIVED PERMISSION FROM THE TWR TO PHOTOGRAPH A PARK AT THE NORTH ARPT BOUNDARY. THE PARK IS LOCATED AT THE APCH ENDS OF RWYS 13L, 13R. EACH RWY HAS A SEPARATE TWR FREQ. I WAS MONITORING THE L RWY FREQ (HAVE 1 RADIO) AND FLEW ON THE CTRLINE TOWARD THE PARK. AS I REACHED THE PARK, A PIPER NAVAJO PASSED ME ON THE L AND THEN STEERED IN FRONT OF ME TO LAND ON THE R RWY, I THEN CONTINUED ON TO THE HELIPAD FOR LNDG. TWR HAD NOT MENTIONED THE TFC. IT IS NOT KNOWN IF THE OTHER ACFT KNEW I WAS THERE AND JUST WENT AROUND ME OR IF HE TOOK EVASIVE ACTION. HE APCHED FROM BEHIND AND WAS ON THE OTHER TWR FREQ.

Synopsis :

A BELL 206BIII OFF THE END OF RWY 13L HAS AN NMAC WITH A PA31 WHO VEERED IN FRONT OF HIM TO ALIGN WITH RWY 13R AT BFI, WA.

Time

Date : 199905

Day : Thu

Local Time Of Day : 0601 To 1200

Place

State Reference : NV

Altitude.MSL.Single Value : 7300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC

Make Model : Bell 47

Component / 1

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1030

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 900

ASRS Report : 437419

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Maintenance Human Performance

Narrative :

ENG LOST PWR AND EFFORTS TO RECOVER PWR AND ROTOR SPD WERE ONLY PARTIALLY SUCCESSFUL. LANDED ON CLR AREA IN MOUNTAINS. NO DAMAGE TO HELI OR PLT. INTAKE MANIFOLD GASKET BLOWN. ENG HAD LESS THAN 50 HRS SINCE OVERHAUL. PLT'S MEDICAL OUT OF DATE.

Synopsis :

A BELL 47 LOSES ENG PWR AND PERFORMS AN OFF ARPT LNDG IN THE MOUNTAINS SE OF 050, NV.

Time

Date : 199905

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : OH

Altitude.MSL.Single Value : 1250

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Component / 1

Aircraft Component : Aircraft Documentation

Aircraft Reference : X

Problem : Improperly Operated

Component / 2

Aircraft Component : Clutch

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5400

Experience.Flight Time.Last 90 Days : 80

ASRS Report : 437465

Person / 2

Function.Other Personnel : Vehicle Driver

Person / 3

Function.Observation : Air Carrier Inspector

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Conflict : Ground Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FLYING HOME OVER A HEAVILY WOODED AREA, THE CENTRIFUGAL CLUTCH IN THE HELI SLIPPED, CAUSING THE ROTOR RPM TO DRASTICALLY FALL. I WENT INTO AUTOROTATION AND THE ONLY AREA I HAD TO LAND IN WAS A SMALL FIELD NEAR SOME HOUSES. WHILE GETTING TO THAT FIELD, I CAUGHT AN 8000 VOLT PWR LINE THAT CAUSED THE HELI TO FLIP BACKWARD, LNDG INTO THE GND. THE STATE HWY PATROL CAME OUT AND I TOLD THEM I NEEDED TO CONTACT NTSB AND FAA IMMEDIATELY. THEY TOLD ME THEY DID AND THAT NO ONE WAS GOING TO COME OUT SINCE THERE WAS NO PROPERTY DAMAGE, NO INJURIES AND NO SUBSTANTIAL ACFT DAMAGE. 2 DAYS LATER, AN FAA INSPECTOR CALLED AND SAID I WAS IN VIOLATION FOR NOT RPTING TO FAA AND NTSB IMMEDIATELY. SINCE THE HWY PATROL NOTIFIED, I ASSUMED THIS WAS OK. THE FAA IS UPSET BECAUSE THE HWY PATROL NOTIFIED THE WRONG PERSON. SINCE THIS OCCURRED AS A DIRECT RESULT OF A MECHANICAL PROB, I DON'T FEEL THEY SHOULD CHARGE ME WITH AN ACCIDENT -- IF ANYTHING, JUST AN INCIDENT. I WAS INFORMED BY THE FAA THAT I WILL PROBABLY BE IN VIOLATION FOR GOING 6 HRS OVER THE 100 HR ANNUAL. OF THOSE 100 HRS, ONLY 5 WERE USED AS SIGHTSEEING RIDES. THE REMAINING HRS WERE USED FOR PERSONAL AND/OR PLEASURE. I AM UNDER PART 91.

Synopsis :

A HELI PLT HITS A PWR LINE DURING AN ATTEMPTED PRECAUTIONARY LNDG. FAA CITES PLT FOR OVERDUE 100 HR INSPECTION.

ACN: 437990

Time

Date : 199905

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LIH.Airport

State Reference : HI

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : MD Helicopter 500/C/D/E/L

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 1500

ASRS Report : 437990

Person / 2

Function.Observation : Observer

Events

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE CONDUCTING AN AIR TOUR ON THE ISLAND OF KAUAI, HI, I MAY HAVE MOMENTARILY BROKEN CLOUD CLRNC AND/OR TERRAIN CLRNC LIMITS IN ACCORDANCE WITH SFAR PART 71. IF THIS OCCURRED AT ALL, IT WAS BRIEFLY AND INADVERTENTLY. THIS EVENT WAS BROUGHT TO MY ATTN BY AN UNDERCOVER FAA OPS INSPECTOR PRETENDING TO BE A TOURIST. I DO NOT AGREE WITH HIS STATEMENT AND BELIEVE THAT NO VIOLATIONS OCCURRED.

Synopsis :

HELI TOUR OPERATOR COUNSELED BY UNDERCOVER FAA OPS INSPECTOR FOR POSSIBLE INADVERTENT VIOLATION OF TERRAIN CLOUD CLRNC RULES.

Time

Date : 199903

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 700

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 2400

ASRS Report : 438498

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ENRTE TO CHK LOCATION PERTAINING TO SURVEILLANCE, FOG BEGAN TO DEVELOP. TURNED AROUND TO RETURN TO ARPT AND WENT IMC. DID NOT GO TO INSTS IMMEDIATELY, WHICH RESULTED IN UNDESIRABLE ATTITUDES. REGAINED CTL OF ACFT AND RETURNED TO VFR APPROX 90 SECONDS LATER. LANDED SAFELY AT FIELD.

Synopsis :

VFR HELI PLT ENCOUNTERS IMC, WHICH RESULTS IN MOMENTARY UNUSUAL ATTITUDES.

Time

Date : 199905

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Component / 1

Aircraft Component : Checklists

Aircraft Reference : X

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 2000

ASRS Report : 438965

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

Situations

Aircraft.Make Model.Value : 998.70

Aircraft.Aircraft Component.Value : 25.11

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ASSIGNED A PART 91 FLT TO DCA FOR THE CPR OWNER OF THE ACFT. ON DAY OF RETURN, I COMPLETED A PREFLT INSPECTION OF THE ACFT PER MANUFACTURER'S FLT MANUAL. THE PREFLT WAS SIGNED OFF ON COMPANY MAINT FORM PER FAR PART 91. UPON RETURN TO HOME BASE, I WAS INFORMED THAT THE ACFT AIRWORTHINESS SECTION HAD TO BE SIGNED OFF ALSO EITHER BY THE PLT OR A MECH AS THE ACFT WAS ALSO CERTIFIED TO DO PART 135 FLT, AND THE PART 91 SIGNOFF WAS NOT SUFFICIENT. UNAWARE OF THIS SIT EITHER BY CREW OR MAINT PERSONNEL. PRIOR TO DEP ON THE PART 91 FLT, A MECH EMPLOYED BY THE COMPANY WAS QUESTIONED ABOUT THE DAILY INSPECTION. THE PLT WAS INFORMED BY THE MECH THAT UNDER PART 91 THE PLT COULD SIGN OFF THE DAILY INSPECTION AND AN AIRWORTHINESS INSPECTION WAS NOT NEEDED. THE GENERAL MGR WAS INFORMED BY THE DIRECTOR OF MAINT HE HAD NO PROB WITH THE CAPT SIGNING OFF THE AIRWORTHINESS SECTION OF THE COMPANY MAINT LOG BECAUSE OF THE PLT'S BACKGND. THE GENERAL MGR INFORMED ME OF THIS AND I SIGNED OFF THE AIRWORTHINESS SECTION OF THE MAINT LOG. NOW SEVERAL DAYS LATER, THE DIRECTOR OF MAINT SAYS HE DOESN'T WANT TO ACCEPT THE SIGNATURE OF THE SIGNING PLT BECAUSE HE DIDN'T ACTUALLY TELL THE PLT TO DO IT. BECAUSE OF THIS INCIDENT, TRAINING WILL BE PERFORMED BY THE DIRECTOR OF MAINT FOR ALL FLCS AS TO HIS NEEDS AND CERTIFICATES PLACED IN PLTS' RECORD FOLDERS OF THE COMPLETION OF THEIR TRAINING, THEREFORE PRECLUDING ANY FURTHER MISUNDERSTANDINGS FROM THE MAINT DEPT.

Synopsis :

AN ACFT CERTIFIED TO OPERATE UNDER PART 135 REGS HAS A PREFLT CHK ACCOMPLISHED UNDER PART 91 REGS.

ACN: 439121

Time

Date : 199906

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SEZ.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Make Model : Huey Cobra

Aircraft / 2

Make Model : Huey Cobra

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13400

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 2000

ASRS Report : 439121

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

SEDONA ARPT (SEZ) IS IN CLASS G AIRSPACE. THE ONLY RWY (RWY 3/21) SLOPES DOWNHILL FROM N TO S. AIRPLANES NORMALLY LAND UPHILL AND TAKE OFF DOWNHILL WHEN WINDS ARE LIGHT. THERE IS A TRANSIENT HELIPORT AT THE SW END OF THE RWY. TXWY CONSTRUCTION HAS CLOSED THE MIDDLE THIRD OF THE PARALLEL, REQUIRING BACK-TAXI ON THE RWY, CAUSING CONGESTION AND CONFUSION FOR TRANSIENT AIRPLANE TFC. ON JUN/XA/99, WITH SIGNIFICANT TRANSIENT AND LCL TOUR AIRPLANE TFC, A FLT OF 3 MIL COBRA HELIS ARRIVED. THEY ASSERTED THE RIGHT-OF-WAY ACCORDED FORMATION FLTS AND EXECUTED AN APCH TO RWY 21 WHILE AIRPLANES WAITED. THE FORMATION THEN SLOWLY AIR TAXIED THE LENGTH OF THE RWY, PAST THE RESTAURANT AND TERMINAL. I WAS WAITING TO TAKE OFF AND CROSS THE RWY BEHIND THEM (IN A HELI). I ASKED IF THEY KNEW WHERE THE HELIPADS WERE. THEY SAID YES, AND I VERIFIED THEY WERE LNDG THERE, ALSO AFFIRMATIVE. AFTER THE LAST COBRA PASSED, I HOVER TAXIED ACROSS THE RWY AND DIVERGED FROM THEIR RTE TO THEIR PARKING SPOTS, A LUXURY NOT ENJOYED BY THE AIRPLANES WAITING. LATER, ANOTHER FLT OF 4 COBRA HELIS ARRIVED AND DID THE SAME APCH TO THE N END OF THE RWY WITH A SLOW AIR TAXI DOWN THE RWY TO THE S PARKING AREA WHILE AIRPLANE TFC WAITED TO BACK-TAXI. IT APPEARED THESE MIL PLTS WERE TAKING ADVANTAGE OF THE OPPORTUNITY TO DISPLAY THEIR ACFT FOR SPECTATORS AT RWY CTR, RATHER THAN EXPEDITIOUSLY CLRING THE FIXED-WING PATTERN AND LNDG. APPARENTLY FAR 91.126(A)(2) REQUIRING HELIS TO AVOID THE FLOW OF THE FIXED-WING ACFT IS UNFAMILIAR TO THEM. I AM ALSO SUBMITTING A PROPOSED CHANGE TO THE AIM, SECTION 4-3-17 TO: 1) AMEND THE TITLE OF THE SECTION TO READ, 'VFR HELI OPS AT ARPTS.' 2) ADD A NEW PARAGRAPH 4-3-17C5 TO READ, 'AT ARPTS WITHOUT CTL TWRS, HELIS SHOULD ANNOUNCE THEIR INTENTIONS ON CTAF. THEY NORMALLY EXIT THE ARPT AREA FROM THEIR TKOF LOCATION EXPEDITIOUSLY, AND WHEN LNDG NORMALLY PROCEED DIRECTLY TO THEIR DEST ON THE ARPT. HELIS AVOID THE FLOW OF FIXED-WING ACFT, AND ARE NOT EXPECTED TO USE THE FIXED-WING ACFT PATTERN UNLESS NOISE ABATEMENT PROCS RECOMMEND DOING SO.'

Synopsis :

PLT OF AN AIR TAXI TOUR HELI RPTS A FORMATION OF MIL HELIS APCHED THE UNCTLED ARPT AT WHICH HE WAS WAITING ON THE HELIPAD FOR TKOF AND AIR TAXIED THE FULL LENGTH OF THE RWY TO PARKING.

ACN: 439176

Time

Date : 199905

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : CO

Altitude.AGL.Single Value : 20

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Enstrom Helicopter Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

ASRS Report : 439176

Events

Anomaly.Conflict : Ground Less Severe

Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER GIVING 7 MIN RIDES AT A PVT RESIDENCE IN AN UNPOPULATED AREA FOR APPROX 35 MINS ON FINAL APCH TO A DIRT ROAD TO DROP OFF A PAX, A SMALL GRAY CAR DROVE AROUND 2 PEOPLE AND BLOCKED MY POINT OF TOUCHDOWN. THIS CAUSED ME (ACFT X) TO ABORT MY LNDG AND GO AROUND. THE CAR THEN MOVED INTO THE DRIVEWAY OF THE RESIDENCE BELONGING TO THE PERSON WHO HIRED ME TO GIVE THE RIDES. AFTER MY GAR AND 1 ORBIT, I MADE A SUCCESSFUL LNDG TO MY ORIGINAL SPOT. THE OWNER OF THE RESIDENCE INFORMED ME THAT THE PERSON WAS UPSET DUE TO THE NOISE AND I INFORMED HIM THAT THE RIDES SHOULD BE DISCONTINUED. I FLEW BACK TO HOME STATION WITHOUT INCIDENCE. THIS SIT WAS UNAVOIDABLE DUE TO THE FACT THAT I TOLD THE PERSON WHO HIRED ME TO INFORM ALL OF HIS NEIGHBORS OF MY PRESENCE, WHICH HE DID. THIS PERSON WAS UNKNOWN BY ANYONE PRESENT.

Synopsis :

NEIGHBOR INHIBITS LNDG OF HELI ON RURAL ACCESS ROAD DUE TO NOISE. CONTRACTED OPERATOR TOLD TO DISCONTINUE PLEASURE OPS.

Time

Date : 199906

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RND.Airport

State Reference : TX

Altitude.AGL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : RND.Tower

Make Model : Helicopter

Make Model : Talon

Aircraft / 2

Controlling Facilities.Tower : RND.Tower

Make Model : Talon

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 5

ASRS Report : 39877

Person / 2

Function.Oversight : PIC

Function.Instruction : Instructor

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

INBOUND TO SAN ANTONIO FROM HOUSTON, NAVING VIA GPS AND VFR SECTIONAL, I FIXED MY LOCATION AS BEING APPROX 5 MI E OF NEW BRAUNFELS ARPT. I DISCOVERED THAT I WAS ACTUALLY 5 NM E OF RANDOLPH AFB AND JUST WITHIN THEIR MOA. I DIALED IN SAN ANTONIO APCH TO MONITOR AND TURNED R TO PASS AS FAR N OF THE FIELD AS POSSIBLE. WHEN N OF THE AIRFIELD APPROX 4 NM AND WHILE TRAVELING ABOUT 290 DEGS, I SAW A T38 AT MY ALT AND WITHIN 300 YARDS. I TURNED R AND HE DID LIKEWISE TO AVOID ME. PASSED WITHIN 100 FT. THIS EVENT OCCURRED DUE TO MY INCORRECTLY FIXING MY POS OVER THE GND.

Synopsis :

PLT OF AN ATX HELI INADVERTENTLY ENTERED A MIL ALERT TRAINING AREA USING GPS TYPE NAV RESULTING IN AN NMAC BTWN HIM AND A MIL T38. BOTH ACFT TOOK EVASIVE ACTION.

Time

Date : 199906

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 45

Experience.Flight Time.Type : 800

ASRS Report : 440660

Person / 2

Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

WHEN I CAME ON DUTY, I NOTED THAT THE 'MOD 1' INSPECTION WAS DUE IN 3.7 HRS. I ACCEPTED A FLT WHICH NORMALLY WOULD HAVE GOTTEN US BACK WITHIN THAT PERIOD OF TIME. ON THE FINAL LEG OF THE FLT RETURNING TO THE HANGAR, DISPATCH ASKED IF WE WERE AVAILABLE FOR ANOTHER FLT. I CONFIRMED AVAILABILITY WITH THE CREW AND CALCULATED BEING BACK AT THE HANGAR WITHIN DUTY TIME LIMITS AND ACCEPTED THE FLT. WE DIVERTED FROM OUR INFLT LOCATION TO THE NEXT HOSPITAL AND TRANSPORTED THE PATIENT. CONTRIBUTING FACTORS: ACCEPTING THE SECOND FLT WITHOUT RETURNING TO THE HANGAR. THE TENDENCY FOR MAINT TO TRY AND WAIT UNTIL THE INSPECTION IS ALMOST DUE BEFORE COMPLETING THE WORK. UPON RETURNING TO THE HANGAR I REALIZED THAT I HAD OVERFLOWN THE 'MOD 1' INSPECTION BY 2.4 HRS.

Synopsis :

A HELI IN AMBULANCE SVC WAS OPERATED IN NON COMPLIANCE WITH THE REQUIRED MAINT CHK TIME EXCEEDED.

Time

Date : 199906

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : SC

Altitude.AGL.Bound Lower : 150

Altitude.AGL.Bound Upper : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 1500

ASRS Report : 440778

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Observer

Person / 4

Function.Observation : Observer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Consequence.FAA : Investigated

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON JUN/XA/99 I WAS FLYING TO XXX IN ANDERSON FOR A STATIC DISPLAY. ENRTE ALT WAS 600 FT AGL, 1400 FT MSL. PRIOR TO ARR AT LOCATION, DSNDED TO APPROX 300-400 FT AGL. OVER PARKING LOT, TURNED R, THEN IMMEDIATE L WHEN COPLT ADVISED LNDG ZONE WAS IN SIGHT. A HIGH RECONNAISSANCE WAS PERFORMED AT 300-400 FT AGL WHILE IN ORBIT. I DSNDED TO APPROX 200 FT TO PERFORM LOW RECONNAISSANCE AND DO A FINAL CHK FOR WIRES OR OTHER OBSTRUCTIONS IN THE LNDG ZONE. SHERIFF'S OFFICE PERSONNEL ON THE GND HAD CLRED LNDG ZONE AND HELI IN ALL PHASES OF FLT WAS GREATER THAN 500 FT FROM ANY PERSON ON THE GND. WHEN TURNING BASE TO FINAL, COPLT CALLED 'WIRES.' I TOOK EVASIVE ACTION BY TURNING HARD L AND CLBING. ONCE OUT OF SIT, COPLT WAS SPEAKING OF SAME WIRES I HAD VISUAL CONTACT WITH. A NORMAL STABILIZED APCH WAS COMPLETED AFTER AN ADDITIONAL ORBIT. DURING LNDG, WE WERE AT LEAST 100-150 YARDS AWAY FROM ANY PERSON ON THE GND. UPON LNDG WE WERE INFORMED OF COMPLAINT BEING FILED. COPLT AND I HAD MISUNDERSTANDING OF WIRES, THAT I FELT REQUIRED EVASIVE ACTION. SINCE THE AREA TO MY L I KNEW TO BE CLR, I TURNED L. NO DAMAGE WAS SUSTAINED. BETTER INTERCOCKPIT COM WILL BE IMPLEMENTED.

Synopsis :

FLC OF A GOV HELI APCHING, SURVEYING FOR WIRES AND LNDG AT A SHOPPING MALL FOR PUBLIC STATIC DISPLAY, RECEIVED A PUBLIC CITIZEN COMPLAINT FOR LOW FLYING. LCL LAW ENFORCEMENT OFFICERS WERE ON THE GND FOR CROWD CTL.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : L67.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : MD Helicopter 500/C/D/E/L

Make Model : PA-23 Apache (& Geronimo Apache)

Aircraft / 2

Make Model : PA-23 Apache (& Geronimo Apache)

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 15500

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 5000

ASRS Report : 440898

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT #1, MD500 WAS PERFORMING PRACTICE TOUCHDOWN AUTOROTATIONS TO RWY 24 (THE ACTIVE RWY) AT ABOUT THE 1000 FT MARKER. WIND WAS 250 DEGS, ESTIMATE 10-15 KTS. NO OTHER ACFT IN PATTERN. HELI MADE VOICE RPTS PRIOR TO EACH LNDG. AT XA15, A GND OBSERVED RADIOED THE HELI THAT 'YOU HAVE AN ACFT LNDG CLOSE BEHIND YOU.' THE HELI HAD JUST LANDED AND WAS SPOOLING UP IN ORDER TO TKOF. CFI TOOK CTL, LIFTED TO LOW HOVER AND TURNED ACFT SLIGHTLY IN TIME TO SEE ACFT #2, A PIPER PA23 APACHE, MODIFIED WITH POINTED NOSE AND CLIPPED VERT STABILIZER, ON SHORT FINAL TO MY APPROX POS ON RWY. BOTH PLTS IN ACFT HEARD NO RADIO XMISSIONS FROM THE PIPER. HELI HASTILY HOVER-TAXIED CLR OF RWY TO AVOID LNDG TFC. AIRPLANE MADE SLIGHT ARC AROUND TAIL OF HOVER TAXIING HELI AND CONTINUED LNDG, ROLLOUT AND TAXI BACK TO HANGAR/PARKING. HELI MADE A WIDE ORBIT OVER THE PARKING AREA AT 500 FT AGL WELL S OF THE ACTIVE RWY, AND WATCHED PLT PARK PA23 IN FRONT OF ONE OF THE HANGARS. AFTER A SECOND WIDE ORBIT, THE PLT HAD PUT THE PA23 IN THE HANGAR AND DRIVEN OFF. WITNESS ON GND (WHO GAVE WARNING WITH HAND-HELD RADIO) SAID THE PIPER MADE NO XMISSIONS ON UNICOM, MADE A VERY STEEP, ARCING DOWNWIND TO FINAL TURN, MUCH TIGHTER THAN THE USUAL AIRPLANE PATTERN. SIMILAR TO A CARRIER APCH. THIS HELI IS BASED HERE AT THIS ARPT AND THE COMPANY HAS BEEN PERFORMING SIMILAR OPS FOR NEARLY 20 YRS. THERE HAVE NEVER BEEN ANY COMPLAINTS ABOUT THE HELI OPS. THIS IS A VERY LOW DENSITY ARPT, WITH ONLY A FEW AIRPLANE OPS EACH DAY. THE PIPER IS BASED HERE, ALSO. WHAT CAUSED THIS NEAR MISHAP? THE PLT OF THE FIXED WING DID NOT STAY AROUND LONG ENOUGH FOR ME TO DISCUSS IT WITH HIM. I DROVE OVER TO THE HANGAR AFTER THE FLT TO TRY TO MEET HIM, BUT HE WAS GONE. DID HE NOT SEE THE HELI SITTING ON THE RWY FOR ALL OF 30 SECONDS AFTER LNDG WHILE SPOOLING UP THE ROTORS? DID THE PA23 PLT HAVE AN ACFT OR PERSONAL EMER THAT CAUSED HIM TO DEVIATE FROM STANDARD AIRPLANE TFC PATTERN/ETIQUETTE AND MAKE A HASTY APCH? WAS IT 'ROAD RAGE' TRANSLATED TO 'RWY RAGE'...THAT DAMMED HELI IS SITTING ON MY RWY...I'LL SHOW HIM!' WHY DID THE PA23 PLT NOT USE THE CTAF? GRANTED, AT THIS ARPT, ONE CAN HEAR AT LEAST 5 OTHER ARPTS ALL ON THE SAME FREQ 122.8 WITHIN A 50 MI RADIUS.

Synopsis :

HU50 PLT HAD A NEAR GND COLLISION AT AN UNCTLED FIELD.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSY.Airport

State Reference : LA

Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MSY.Tower

Make Model : Bell Helicopter 412

Make Model : Regional Jet CL65, Bombardier (Canadair)

Aircraft / 2

Controlling Facilities.Tower : MSY.Tower

Make Model : Regional Jet CL65, Bombardier (Canadair)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 2500

ASRS Report : 441592

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE FLYING ACFT BELL 412. CLRED TO TAKE OFF FROM THE W PAD HELIPORT WITH NO DIRECTION OF TKOF. I ELECTED TO TAKE OFF E TO AVOID ACFT TAKING OFF FROM RWY 28 TO W AND ITS WAKE TURB. ASKED FOR AND RECEIVED CLRNC FOR A TURN TO THE S PRIOR TO THE TWR TO AVOID RWY 19 AND TFC TAKING OFF FROM RWY 19. AFTER TURNING S AND CLRING THE END OF RWY 19, WE HAD A BELL 206 IN FRONT OF US. WE MADE A SLIGHT COURSE CHANGE E TO AVOID THE BELL 206. A REGIONAL JET ON TKOF RWY 19 APPARENTLY PERCEIVED US TO BE CONTINUING ACROSS RWY 19. WE CONTINUED S. THE REGIONAL JET PASSED 1/8 MI TO OUR E ON OUR L SIDE 500 FT ABOVE US. WE WERE AWARE OF THE JET ON TKOF RWY 19, AND ONLY FLEW E ENOUGH TO PASS BEHIND THE INCOMING BELL 206, AND REMAIN CLR OF THE RWY 19 TFC.

Synopsis :

FLC OF AN ATX HELI GAVE CONCERN TO A CANADAIR REGIONAL JET FLC, WHICH WAS ON INITIAL CLB, BY TURNING TOWARD THE JET'S RWY BRIEFLY TO AVOID ANOTHER HELI COMING IN TO LAND.

ACN: 443683

Time

Date : 199907

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PDX.Airport

State Reference : OR

Altitude.MSL.Bound Lower : 1200

Altitude.MSL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Robinson R22

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 550

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 550

ASRS Report : 443683

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Airport

Narrative :

WHEN PDX IS LNDG TO THE W, HVY JETS ON BASE ARE JUST A FEW HUNDRED FT OVER TFC AT OR BELOW THE 1700 FT ALT UNDER THE CLASS C AIRSPACE. TERRAIN IN THIS AREA GOES TO 1000 FT. THE PROX OF CTLED AND UNCTLED TFC -- ESPECIALLY AT NIGHT -- IS DISCONCERTING. THE PDX TWR HAS NOT SAID ANYTHING BACK OTHER THAN TO 'AVOID CLASS C AIRSPACE' SO ESTABLISHING CONTACT DOES NOT SEEM TO HELP. PERHAPS THE USE OF MODE C XPONDER SHOULD BE REQUIRED IN THIS AREA AT ALL ALTS SO THAT THE TWR COULD AT LEAST ADVISE THE PDX TFC OF THE EXACT ALTS OF THE PVT TFC BELOW THEM.

Synopsis :

PLT SUGGESTS USE OF XPONDER IN CLASS E AIRSPACE NEAR PDX.

Time

Date : 199907

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : MA

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Jet Ranger/Kiowa

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5150

Experience.Flight Time.Last 90 Days : 145

Experience.Flight Time.Type : 5150

ASRS Report : 443831

Person / 2

Function.Other Personnel : FSS Specialist

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

JUL/XB/99, I WAS FLYING ABOVE THE TFR AREA, 17.6 NM FROM MVY VOR AT 3000 FT AS REQUESTED. A LITTLE BEFORE XA00, THE APCH CTLR CHANGED THE TFR FROM 3000 FT TO 6000 FT AND WE ALL COMPLIED, THEN THE CTLR STATED THAT A HELI WAS BELOW THE TFR AREA, INDICATING THAT THE TFR WAS ONLY BEING USED TO PREVENT US FROM DOING OUR JOB OF SHOOTING A VIDEO. ABOUT 1/2 HR AFTER THIS, THEY CHANGED THE TFR AGAIN TO 10 MI AND INFINITE ALT. I HAVE NEVER HEARD OF THIS TYPE OF RESTR BEFORE. I WENT BACK TO FUEL AND CALLED ANE530 AFTER TRYING TO GET A HOLD OF MR X, WASHINGTON HEADQUARTERS, TO DISCUSS THE ABUSE OF THE PART 91.137A(3) REG. HE WAS NOT IN, SO I CALLED THE BDR FSS. I CALLED AND WE DISCUSSED THE PART 91.137A(2)&(3) SUBPARTS. AFTER READING THE REG TOGETHER, I WAS LED TO BELIEVE THAT I WAS READING THE REG PROPERLY. I WAS CARRYING ACCREDITED NEWS MEDIA AND FILED MY FLT PLANS AS REQUIRED TO ENTER THE AREAS TO SHOOT VIDEO. JUL/XC/99, I FILED MY FLT PLANS TO ENTER THE AREAS AND I STATED IN THE REMARKS COLUMN THAT THE REASON FOR FILING THE FLT PLAN WAS TO COMPLY WITH PART 91.137A(3) AS THE TFR WAS LISTED. I CONTINUED TO CHK WITH BDR FSS ON THE STATUS OF THE TFR AND AT XA00 I WAS TOLD IT WAS NOW CHANGED FROM A PART 91.137A(3) TO PART 91.137A(1) AND LEFT THE AREA. I FEEL THE BIG PROB WITH THESE TFR'S IS THE CTLRS ARE NOT MADE AWARE THAT THE NEWS MEDIA ARE ALSO SUPPOSED TO BE PERMITTED INTO THE AREA AFTER FILING A FLT PLAN AND MAINTAIN CLR OF RESCUE ACFT. FROM JUL/XA/99 SUNRISE TO JUL/XD/99 AT XA00 I ONLY SAW 2 RESCUE OR RECOVERY ACFT IN THE AREA AND THEY WERE ALWAYS BELOW 500 FT. IT IS MY OPINION THAT CTLRS AND COORDINATING PERSONNEL SHOULD BE MADE AWARE OF THE VARIOUS PARAGRAPHS IN THE PART 91.137 REG. CTLRS JUST TELL YOU THEY ARE NOT AWARE OF THE REG AND THAT IS THAT, BUT AS A PLT I COULD NEVER PLEAD IGNORANCE OF A REG AND CONTINUE DOING MY JOB.

Synopsis :

B206 NEWS MEDIA PLT CHALLENGES FAA INTERP OF FAR PART 91 PT 137A(3).

ACN: 444120

Time

Date : 199907

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OGG.Airport

State Reference : HI

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : MD Helicopter Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 500

ASRS Report : 444120

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

FLT WAS PLANNED FOR MINIMUM FUEL RESERVES WITH 2 SHORT TOURS (SIGHT-SEEING) OUT OF ANOTHER ARPT WITHOUT ANY FUEL ON THAT ARPT. I MADE THE PLANNED FLTS ON TIME OR LESS THAN PLANNED BUT DIDN'T HAVE THE FUEL RESERVES AS PLANNED. I FLEW THE LAST LEG KNOWING I MAY HAVE TO LAND SHORT AND HAVE FUEL FLOWN OR DRIVEN TO MY LNDG SPOT (WHICH IS WHAT OCCURRED). WHEN I GOT THE LOW FUEL LIGHT, I LANDED AT A LOCATION WHERE I HOPED I COULD BE BROUGHT FUEL AND CALLED OUR BASE WITH MY CELL PHONE. I BELIEVE THAT OUR FUELER (WE WERE HOT FUELING) WAS TOLD TO FILL THE HELI ALL THE WAY, HE DID NOT FILL IT PROPERLY (IT MUST BE SLOW AND OR BURPED IN THIS TYPE). SINCE WE NORMALLY DON'T FILL THE ACFT IN THIS WAY (ALL THE WAY) I DIDN'T KNOW WHETHER OR NOT TO BELIEVE THE GAUGE AND THEREFORE I RELIED ON THE FUELER TO TOP IT OFF. IN HINDSIGHT I SHOULD HAVE DIVERTED MY SECOND TOUR WITH PAX BACK TO OUR HOME BASE ARPT FOR FUEL OR AT MINIMUM PARKED THE ACFT AT THE REMOTE ARPT (WITHOUT FUEL) AND CALLED MY EMPLOYER ABOUT HAVING FUEL SENT OUT.

Synopsis :

HELI PLT FINDS HIMSELF SHORT OF FUEL AND LANDS ENRTE TO CALL FOR MORE. SUSPECTS IMPROPER FUELING.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : LA

Altitude.MSL.Single Value : 3400

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Bell Helicopter Textron Undifferentiated or Other Model

Make Model : S-76/S-76 Mark II

Aircraft / 2

Make Model : S-76/S-76 Mark II

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 300

ASRS Report : 444238

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS MAKING A VFR CLB AFTER DEPARTING AN OIL PLATFORM. I WAS USING THE AUTOPLT AND HAD ALT SELECT SET ON 3400 FT. AS THE ACFT LEVELED AT 3400 FT, AN S76 FLEW OVER ME AT I GUESS 3500 FT. I ONLY SAW HIM BECAUSE I WAS SCANNING FOR TFC AND HAPPENED TO BE LOOKING OUT MY R WINDOW. OUR COURSES WERE A LITTLE LESS THAN 90 DEGS DIVERGING. MY GUESS IS THAT I WAS IN HIS FRONT DOOR POST BLIND SPOT AND HE WAS IN MY OVERHEAD PANEL BLIND SPOT. I SCAN AND CLR FOR TFC. IN THE FUTURE, I WILL S-TURN SLIGHTLY AS I CLB TO MAKE SURE I HAVE NO BLIND SPOTS.

Synopsis :

BELL 430 NMAC WITH S76 SHORTLY AFTER LEVELOFF FROM OIL RIG NEAR LLA.

Time

Date : 199907

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SBM.Airport

State Reference : WI

Altitude.MSL.Bound Lower : 6500

Altitude.MSL.Bound Upper : 7500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Make Model : Bell Helicopter Textron Undifferentiated or Other Model

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 8447

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 73

ASRS Report : 445084

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : NMAC

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS IN CRUISE CONFIG IN MY BELL 407, AT ABOUT 127 KTS AND 7500 FT MSL BOUND FROM STP TO SBM ON A GPS TRACK BTWN THE 2 POINTS. MANY ACFT HAD BEEN HEARD ON 118.5 (OSH CTAF), AND MANY ACFT HAD BEEN SEEN VISUALLY AND ON MY BFG TCASI UNIT OVER ITS 6 NM RANGE. WITHOUT ANY OTHER KINDS OF INDICATION, THE TCASI UNIT SOUNDED A 'TFC, TFC,' ADVISORY, AND I LOOKED DOWN INTO THE COCKPIT TO SEE THE LOCATION OF THE BLIP ON THE TCASI SCREEN. THERE WAS CLRLY DEPICTED A TARGET RIGHT ON TOP OF THE CTR 300 FT ABOVE ME. I IMMEDIATELY HIT THE RANGE REDUCTION BUTTON TO EXPAND TO THE 2 MI SCALE, AND A TARGET WAS THEN VERY SLIGHTLY SEPARATED BELOW THE CTR OF THE INST, AND STILL WITH AN ALT DIFFERENCE OF 300 FT DIRECTLY ABOVE AND BEHIND MY HELI, WITH THE TARGET BLIP SLIGHTLY OVERLAPPING THE CTR INDICATOR ON THE INST. I THEN CONFIRMED THAT THE TARGET INDICATED 300 FT ABOVE (+) ME AND DSNDING, AND THEN QUICKLY REDUCED COLLECTIVE AND NOSED OVER SIMULTANEOUSLY WITH A BANKING R ROLL OF 90 DEGS. THE BLIP THEN STARTED INDICATING AN UP ARROW WHICH MEANT IT WAS CLBING AWAY FROM ME, AND SEPARATED VERY RAPIDLY IN WHAT APPEARED TO BE A WESTERLY DIRECTION. AT THE COMPLETION OF MY 180 DEG TURN, THE TARGET WAS WELL SEPARATED AND CLBING VERY RAPIDLY.

Synopsis :

A COMMERCIAL INST RATED HELI PLT REACTS TO A TCASI TA.

Time

Date : 199909

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : CT

Altitude.AGL.Single Value : 600

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 300

ASRS Report : 448650

Person / 2

Function.Controller : Approach

Function.Controller : Radar

Person / 3

Function.Controller : Non Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED PALMER, MA, AT APPROX XA25, VFR FOR AVP. UPON DEP, CONTACTED BDL APCH FOR FLT FOLLOWING. GIVEN SQUAWK AND THOUGHT RADAR CONTACT AFTER IDENT. TRANSITIONED OVER WESTFIELD ON HDG 267 DEGS FROM PALMER BTWN 600-800 FT AGL. ABOUT 5 MI SW OF BARNES, ENCOUNTERED RAIN AND LOWERING VISIBILITY AND CEILINGS. DID A 180 DEG TURN AND INFORMED BDL WOULD PROCEED TO WESTOVER SEEMED CLRER TO THE S. HOWEVER, SINCE I HAD MADE A R-HAND TURN, IT PUT ME CLOSER TO BARNES AFTER RESETTING MY MAP AND NAVAIDS. REQUESTED BARNES AS AN ARPT AND BDL GAVE ME FREQ CHANGE TO TWR 118.9. CONTACTED TWR AND INFORMED CLRED TO LAND. HOWEVER, ARPT WAS IFR AND I WAS ALREADY INSIDE THEIR AIRSPACE. REQUESTED SVFR TO PROCEED. GIVEN CLRNC TO LAND. LANDED WITHOUT INCIDENT. WAITED ABOUT 1 1/2 HRS FOR RAIN TO MOVE THROUGH THEN PROCEEDED VFR TO DEST. TALKED WITH TWR ON PHONE AND THEY HAD NOT RECEIVED HDOF FROM BDL. I BELIEVED THAT I WAS IN RADAR CONTACT WITH BDL SINCE MY DEP FROM PALMER AND HAD NOT HEARD A TERMINATION OF SVC. DID FEEL THAT THE WX HAD GONE TO IFR IN THE RAIN SHOWERS WHICH CAUSED ME TO DO A 180 DEG TURN AROUND TO MAINTAIN MY VFR CONDITIONS. WAS NEVER IN CLOUDS AND HAD VISIBILITY BELOW 4 MI. WAS SURPRISED THAT BARNES WAS IFR SINCE BDL DID NOT ADVISE ME OF THIS CONDITION PRIOR TO TELLING ME TO CONTACT THEM SINCE THEY WERE INFORMED ON INITIAL CONTACT THAT I WAS VFR FOR ADVISORIES ENRTE THROUGH THE AREA.

Synopsis :

PLT OF CHARTER ROTARY WING CRAFT WRONGLY ASSUMES FLT FOLLOWING WHILE LNDG AS A PRECAUTION AND WAITING FOR VMC TO OCCUR AT Y90.

Time

Date : 199909

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Bound Lower : 2800

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON

Make Model : Helicopter

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 1000

ASRS Report : 452812

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Other : Cancelled IFR

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS HANDED OFF FROM XYZ APCH TO ZZZ APCH 7 MINS N. I CALLED ZZZ APCH AND SAID 'LIFEGUARD FLT, 4000 FT WITH ATIS INFO.' ATIS WAS GIVING ILS RWY 6 AND GPS RWY 36 AS APCHS IN USE. I RECEIVED A CLRNC TO DSND TO 3000 FT AND JOIN THE LOC FOR RWY 6. I THOUGHT HE SAID RWY 6, HOWEVER, WHEN I TUNED THE LOC FOR RWY 6, THE INTERCEPT HDG COULD NOT HAVE BEEN CORRECT. APCH HAD TOLD ME TO TURN R 10 DEGS TO INTERCEPT THE LOC. WHICH MADE MY HDG ABOUT 210 DEGS. STILL DSNDING, I CALLED APCH BACK TO VERIFY RWY 6 LOC. HE THEN SAID, 'NO IT WAS FOR LOC RWY 18.' WHILE RETUNING THE RADIO, I MISSED THE #1 AUTOPLT KICK OFF AND IN DOING SO, DROPPED THE CAPTURE COMMAND FOR 3000 FT. STOPPING THE DSCNT TOOK ME TO 2800 FT. BY THEN I WAS VMC, AND ADVISED APCH I WAS VMC AND CANCELED IFR. HE CLRED ME DIRECT TO THE HOSPITAL AND ADVISED ME TO CONTACT TWR, WHICH I DID WITH NO FURTHER INCIDENT. SINGLE PLT IFR IS DEMANDING IN ITSELF. I WAS EXPECTING TO HEAR ILS OR LOC RWY 6 AND DIRECT TO THE HOSPITAL AFTER BREAKING OUT ON APCH. I WAS ALSO EXPECTING TO BE HANDED OFF EARLIER FROM APCH CTL, ALL OF WHICH HAS OCCURRED MANY TIMES IN THE PAST. I WASN'T EXPECTING THE AUTOPLT TO MALFUNCTION AT A RUSHED, CRITICAL TIME LIKE THAT. HAD I ASKED FOR AN EARLIER HDOF FROM APCH, I WOULD POSSIBLY ONLY HAVE HAD 1 ERROR AT A TIME INSTEAD OF ALL AT ONCE, AND LISTENING CLOSER TO WHAT IS SAID INSTEAD OF WHAT IS ANTICIPATED.

Synopsis :

A LIFEGUARD HELI PLT DEVIATES FROM HIS ASSIGNED ALT WHEN THE AUTOPLT DROPS OFF THE SYS NEAR ZZZ, US. PLT WAS EXPECTING APCH TO THE ATIS LISTED RWY WHICH HAD BEEN CHANGED.

ACN: 453999

Time

Date : 199910

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ACK.Airport

State Reference : MA

Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Bell Helicopter Textron Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 130

ASRS Report : 453999

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I DECIDED TO HEAD BACK TO THE ARPT. ON THE WAY BACK, I REMEMBER LOOKING AT THE GPS AND SEEING THE DISTANCE TO ARPT BEING 14 NM. THEN I REMEMBER THE ADIZ. I AM 98% SURE THAT I DID NOT CROSS THE ADIZ. THE FACT REMAINS THAT THE ACFT REMAINED CLR OF THE ADIZ DUE TO GOOD FORTUNE, NOT BY MY KNOWING WHERE THE ACFT WAS IN REF TO IT. IN THE FUTURE, WHENEVER I CHANGE FROM ONE ASSIGNMENT TO ANOTHER, WHETHER I MADE THE CHANGE OR A DISPATCHER OR CUSTOMER OR ANYONE ELSE, I WILL TAKE THE TIME FOR AT LEAST A GIANT DEEP BREATH AND LOOK AT THE NEW OR MODIFIED ASSIGNMENT VERY CLOSELY AND IF IT'S EASIER THAN THE PRIOR ONE, I'LL FORCE MYSELF TO LOOK AND GIVE IT EVERY BIT AS MUCH ATTN AS THOUGH IT WERE THE MORE DIFFICULT ONE.

Synopsis :

A BELL HELI PLT RPTS NEARING THE ADIZ S OF ACK.

ACN: 454826

Time

Date : 199911

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 8215

Experience.Flight Time.Last 90 Days : 21

Experience.Flight Time.Type : 1920

ASRS Report : 454826

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Alternate

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

ON AN EMER MEDICAL SVC FAR PART 135 FLT TO PICK UP AN INJURED PERSON AT XA30 HRS, NOV/XA/99, AN ENG #2 CHIP LIGHT ILLUMINATED WHILE DSNDING FOR LNDG. WX AT NEARBY ARPT RPTED CLR, MIST AND 2 MI VISIBILITY. THE APCH WAS IN EXTREME DARKNESS IN HILLY TERRAIN WHILE THE ACFT WAS HOVERING OUT OF GND EFFECT. THE ZAPPER PULSED CHIP DETECTION/SYS DID NOT EXTINGUISH THE #2 ENG CHIP LIGHT AFTER USING IT THE ALLOWED 3 TIMES. WITH THE DARKNESS, HIGH TERRAIN AND RESTR TO VISIBILITY COMBINED WITH EXTREME BLOWING DUST AND DIRT FROM ROTOR WASH (BROWN OUT) A LNDG COULD NOT BE MADE. CLBOUT TO CLRER WX AND VISIBILITY WAS MADE. WITH RESTR TO VISIBILITY IN THE ZZZ AREA DUE TO HAZE AND MIST I ELECTED TO CONTINUE FLT TO ZZZ WHERE WE HAD DEPARTED AND VISIBILITY WAS 6 MI. THE MECH INSPECTED THE MAGNETIC CHIP PLUGS, FOUND AN INSIGNIFICANT SPEC ON 1 PLUG AND RETURNED THE ACFT TO SVC. ON REVIEW OF THE FLT MANUAL AND SUPPLEMENT FOR THE ZAPPER, I DISCOVERED THE CORRECT PROC SHOULD HAVE BEEN TO SECURE AND SHUT DOWN THE #2 ENG IF '1 ENG INOP' WERE POSSIBLE AND LAND AS SOON AS PRACTICABLE. IF 1 ENG INOP WAS NOT POSSIBLE, THE FLT MANUAL STATES LAND ASAP. THERE WAS NO OTHER ANOMALOUS ENG OR PERFORMANCE INDICATIONS. THERE WAS CONFUSION IN MY MIND ABOUT THE NECESSITY OF SHUTTING THE ENG DOWN WITH NO OTHER SUPPORTING INDICATIONS AFTER THE 'ZAPPER' FAILED TO EXTINGUISH THE LIGHT. A LNDG AT THE UNIMPROVED AND UNSAFE LNDG AREA WAS NOT POSSIBLE AS WAS SINGLE ENG FLT WHILE AT A HIGH OUT OF GND EFFECT HOVER. WITH MY UNCERTAINTY TO THE VERBIAGE BTWN THE FLT MANUAL SUPPLEMENT AND THE FLT MANUAL AND THE RESTR TO VISIBILITY AT LOWER ALTS, I ELECTED TO CONTINUE WITH BOTH ENGS RUNNING TO A DEST (33 NM) WITH FAVORABLE WX. I MONITORED THE PERFORMANCE OF THE #2 ENG CLOSELY AND WAS PREPARED TO PERFORM AN EMER ENG SHUTDOWN SHOULD ONE BE REQUIRED. ALTHOUGH AT THIS POINT I WAS UNDECIDED THAT AN ENG SHUTDOWN WAS INDICATED, EVEN WITHOUT OTHER SUPPORTING DATA ASIDE FROM THE CHIP LIGHT, I INTERPED EITHER LAND ASAP OR LAND AS SOON AS PRACTICABLE TO CONTINUE. I DID NOT WANT TO DSND INTO RESTR VISIBILITY AND POSSIBLE SVFR CONDITIONS WITH A POSSIBLE ENG PROB AND CERTAINLY DID NOT WANT TO BE THERE WITH 1 ENG SECURED. IN RETROSPECT, EVEN THOUGH IN SEEMING CONFLICT WITH THE FLT MANUAL, I DO NOT LIKE THE OPTIONS: LAND ASAP -- FLY AN ACFT THAT SEEMED TO BE OPERATING ALL RIGHT BUT WITH AN ENG CHIP LIGHT INTO RESTR VISIBILITY AND LAND IN A CONURBATED AREA IN HILLY TERRAIN, OR SECURE AN ENG AND FLY OVER AN URBAN AREA WITH HILLY TERRAIN TO SHOOT AN INST OR SVFR APCH, SINGLE ENG. IN READING AND REREADING THE PERTINENT SECTION OF THE FLT MANUAL, IT IS AMBIGUOUS IN WORDING AND INTENT AS TO EXACTLY WHICH IS THE CORRECT EMER PROC TO BE USED FOR AN ENG CHIP LIGHT WITHOUT OTHER SUBSTANTIATING DATA OR INDICATIONS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE ENG HAS OPERATED NORMALLY SINCE THIS INCIDENT. THE COMPANY THIS INDIVIDUAL WORKS FOR CONCURS WITH HIS JUDGEMENT CALL OF RETURNING TO THE DEP ARPT.

Synopsis :

A HELI PLT HAD AN ENG #2 CHIP DETECTOR LIGHT ILLUMINATE INFLT AND RETURNED TO THE DEP POINT FOR A LNDG.

ACN: 454970

Time

Date : 199911

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : TX

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON

Make Model : Jet Ranger III

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4960

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 300

ASRS Report : 454974

Person / 2

Function.Oversight : Supervisor

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON NOV/XA/99 A LCL AREA PHOTO MISSION IN OUR COMPANY BELL206 WAS RENTED BY A LCL COMPANY. THE PROPERTY IS ON THE EDGE OF A SLOPE WITH NO DEVELOPMENT BELOW OR HORIZLY IN EXCESS OF APPROX 1000 FT. AT ALL TIMES WHEN THE ACFT WAS ABOVE ANY STRUCTURE THE ALT WAS A MINIMUM OF 300 FT AGL. DUE CONCERN AND FLT CHARACTERISTIC CONSISTENT WITH THE HT VELOCITY DIAGRAM WERE COMPLIED WITH. OPS WITHIN THE HT VELOCITY DIAGRAM WERE CONDUCTED OVER UNPOPULATED AND UNDEVELOPED PROPERTY OWNED BY THE CUSTOMER. IT WAS MY BELIEF THAT I MET ALL THE REQUIREMENTS OF FAR 91.119(A)(D). DUE TO THE LOCATION AND THE VALUE OF THE HOMES, I CONTACTED THE FTW FSDO TO NOTIFY THEM IF THEY RECEIVED ANY COMPLAINTS, THAT IT WAS OUR COMPANY, AND WHICH ACFT WAS OPERATING. THE INSPECTOR BECAME GUARDED, ASKING MANY QUESTIONS AND MAKING COMMENTS REGARDING THE HT VELOCITY DIAGRAM. WHILE IT IS MY BELIEF THE FLT WAS CONDUCTED IN ACCORDANCE WITH 91.119 AND THE HIGHEST LEVEL OF SAFETY, THE INSPECTOR INDICATED THAT AN INVESTIGATION WOULD ENSUE. IN AN ATTEMPT TO MAINTAIN A HIGH LEVEL OF SAFETY AS WELL AS OPEN COM WITH THE FAA VIA THE FSDO, I RECEIVED AN OPINION THAT THE INSPECTOR WOULD CONTINUE WITH AN INVESTIGATION.

Synopsis :

AN ATP RATED HELI PLT FLYING A B206 NEAR FTW NAS RPTS CONCERN OF POSSIBLE COMPLAINTS FROM PERSONS ON GND DURING A PHOTO SHOOT.

ACN: 455240

Time

Date : 199911

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 455240

Person / 2

Function.Observation : Air Carrier Inspector

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Supplementary

Problem Areas : Company

Narrative :

I HAVE BEEN AN OWNER/OPERATOR OF HELIS FOR THE PAST 13 YRS. THE COMPANY OPS MANUALS, OPS SPECS AND PROCS HAVE BEEN APPROVED AND SUPERVISED BY THE LCL FSDO SINCE THE OP STARTED MANY YRS AGO. THE COMPANY CONDUCTS TOUR OPS UNDER FAR PART 135 REGS. DURING AN IN-HOUSE COMPANY AUDIT THAT I CONDUCTED NOV/XA/99, I NOTICED AN ANOMALY IN THE COMPANY PROCS WHICH MAY DIRECTLY PERTAIN TO THE SAFE OP OF THE TOUR FLTS. AS THE TOUR ORIGINATED AND ENDED AT THE SAME HELIPORT WITH THE SAME PAX LOAD CONFIG, ONLY 1 PAX MANIFEST WAS BEING PREPARED BY THE COMPANY/PLT FOR THE FLT, ALTHOUGH THE FLT STOPPED ENRTE FOR REFUELING AND THE FUEL QUANTITY WAS DIFFERENT THAN THAT USED FOR THE WT AND BAL CALCULATION IN THE MANIFEST. IT WAS NOTICED, THAT SUCH ERRONEOUS CALCULATION OF THE WT AND BAL COULD BE POTENTIAL REASON FOR FLT OVER GROSS WT. AS A CORRECTIVE ACTION, THE COMPANY UNDER MY INSTRUCTIONS HAS FORMULATED A NEW PROC TO RECALCULATE A NEW WT AND BAL AT EACH REFUELING ALTHOUGH THE PAX LOAD CONFIG REMAINS THE SAME. I WOULD LIKE TO BRING THIS TO YOUR NOTICE, SO THAT YOU COULD TAKE THE REQUIRED STEPS TO AVOID SIMILAR PROBS IN OTHER COMPANIES WHO ARE IN SUCH OP.

Synopsis :

A TOUR HELI OPERATOR FOUND THAT A WT AND BAL WAS NOT BEING PREPARED FOR EACH FLT.

Time

Date : 199911

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ADS.Airport

State Reference : TX

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ADS.Tower

Make Model : Jet Ranger/Kiowa

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7400

Experience.Flight Time.Last 90 Days : 360

Experience.Flight Time.Type : 2700

ASRS Report : 455589

Person / 2

Function.Observation : Observer

Person / 3

Function.Observation : Observer

Person / 4

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Birds

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Declared Emergency

Consequence.Other : Aircraft Damaged

Consequence.Other : Emotional Trauma

Consequence.Other : Maintenance Action

Consequence.Other : Physical Injury

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

AT APPROX XA20 I EXPERIENCED A BIRD STRIKE. WX CONDITIONS WERE CLR, VISIBILITY 10+ MI, AT NIGHT. I HIT A DUCK SQUARELY ON THE PLT'S SIDE OF THE ACFT (R SIDE IN A HELI). THE DUCK SHATTERED THE WINDSCREEN LEAVING AN APPROX 18 INCH DIAMETER HOLE IN THE WINDSHIELD. SPD AT TIME OF IMPACT WAS APPROX 90 KTS, ALT ABOUT 600 FT AGL. THE DUCK ENTERED THE COCKPIT STRIKING ME ON THE L ARM, AND CONTINUED TO THE REAR SEAT, STRIKING THE RPTR IN THE HEAD. MOMENTS AFTER I UNDERSTOOD THE SIT, I ASKED THE FRONT AND BACK SEAT TFC RPTRS IF THEY WERE INJURED. FRONT SEAT RPTR STATED SHE WAS OK, BUT THE BACK SEAT RPTR (WHOSE HEADSET WAS KNOCKED OFF BY IMPACT WITH THE DUCK) DID NOT RESPOND AND HAD A BLANK STARE ON HIS FACE. I CALLED ADDISON TWR, RPTD THE SIT AND REQUESTED AN AMBULANCE TO MEET ME ON LNDG TO ASSIST MY REAR SEAT PAX. I LANDED AT ADDISON ARPT, WAS MET BY EMER CREWS AND SENT THE REAR SEAT PAX TO A LCL EMER ROOM FOR ASSESSMENT. HE WAS CHKED, AND RELEASED AFTER ABOUT 1 HR. NO SERIOUS INJURIES WERE DETECTED.

Synopsis :

A BELL 206 HELI IN CRUISE AT 1200 FT FOR TFC WATCH DECLARED AN EMER AND DIVERTED DUE TO A DUCK STRIKING THE WINDSHIELD AND INJURING THE PLT AND RPTR.

ACN: 455610

Time

Date : 199911

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : NY

Altitude.MSL.Bound Lower : 4000

Altitude.MSL.Bound Upper : 4400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Make Model : S-76/S-76 Mark II

Component / 1

Aircraft Component : Flight Director

Aircraft Reference : X

Problem : Improperly Operated

Component / 2

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 2000

ASRS Report : 455610

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11100

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 3500

ASRS Report : 455611

Person / 3

Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE CLBED THROUGH 4000 FT MSL (ASSIGNED ALT) TO 4300 FT MSL. AUTOPLT ON WITH ALT PRESELECT SET TO 4000 FT MSL, WE NEVER CAPTURED 4000 FT MSL. SUN WAS SHINING ON THE FLT DIRECTOR AT THE TIME, MAKING IT DIFFICULT TO SEE THE LIGHTED MODE BUTTONS.

Synopsis :

AN S76 HELI CREW OVERSHOOTS THEIR ASSIGNED ALT IN CLB WHEN THE AUTOPLT ALT CAPTURE FAILS TO PERFORM AS EXPECTED NEAR CMK, NY.

Time

Date : 199911

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 900

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CAE.TRACON

Make Model : Bell Helicopter Textron Undifferentiated or Other Model

Aircraft / 2

Make Model : Cessna Single Piston Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 300

ASRS Report : 455658

Person / 2

Function.Controller : Approach

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ENROUTE NBOUND FROM AN AUTOMOBILE ACCIDENT SCENE TO A TRAUMA CTR WITH A PATIENT ABOARD, I WAS INSTRUCTED BY APCH CTL TO REMAIN OUTSIDE CLASS C AIRSPACE. I PROGRAMMED MY GPS TO THE ARPT AT THE CTR OF THE CLASS C AIRSPACE IN ORDER TO MAINTAIN A 5 MI RADIUS. THIS RADIUS TOOK ME OVER AN UNCTLED ARPT. A HIGH WING CESSNA AT MY 12 O'CLOCK HIGH POS APPEARED TO BE DSNDING AS IT APCHED MY ACFT. I WOULD ESTIMATE VERT SEPARATION TO BE APPROX 500 FT, INITIALLY, BUT BY THE TIME I BANKED L AND STARTED TO DSND, THE VERT SEPARATION MAY HAVE DIMINISHED TO AROUND 300 FT. MY L BANK MAY HAVE PUT ME 1/4 MI INSIDE THE CLASS C AIRSPACE. EXTRA DILIGENCE IS CALLED FOR IN THE AREA OF UNCTLED ARPTS. DON'T EXPECT SEPARATION FROM ATC IF THEY HAVEN'T INFORMED YOU THAT YOU ARE IN RADAR CONTACT. LESSONS 1 AND 2.

Synopsis :

AN EMS HELI PLT EXPERIENCES AN NMAC NEAR ZZZ CLASS C AIRSPACE AND MAY HAVE ENTERED THAT AREA WHILE TAKING EVASIVE ACTION FROM A HIGH WING CESSNA IN A CLASS G ARPT NEAR ZZZ, US.

Time

Date : 199912

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MYF.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MYF.Tower

Make Model : Jet Ranger/Kiowa

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4601

Experience.Flight Time.Last 90 Days : 130

Experience.Flight Time.Type : 1301

ASRS Report : 458162

Person / 2

Function.Controller : Local

Person / 3

Function.Observation : Passenger

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

TKOF, FOR THE EARLY MORNING TFC RPTS, USUALLY OCCURRED BEFORE THE TWR OPENS AT XA00. HOWEVER, DUE TO SOME CONFUSION AS TO WHO THE ONBOARD CAMERA OPERATOR/TALENT WOULD BE, TKOF WAS DELAYED A FEW MINS WHILE THE CORRECT PERSON GOT ON BOARD AND SETTLED IN. I HEARD THE ATIS FAINTLY COMING IN ON THE #2 RADIO, BUT FOR SOME REASON IT DIDN'T REGISTER THAT THIS MEANT ATC SVCS WERE UP AND RUNNING FOR THE ARPT. THINKING THE TWR STILL NOT IN OP, I MADE A STANDARD CTAF CALL ON THE PROPER FREQ USING THE #1 RADIO. UNFORTUNATELY, I FAILED TO CHK THE VOLUME OF THE #1 RADIO -- IT WAS TURNED ALL THE WAY DOWN. BECAUSE IT WAS A HELI OP, I DIDN'T USE THE RWY, SO NO CONFLICT OF LNDG OR TKOF OF AIRPLANES OCCURRED. AFTER TKOF, STILL THINKING THE TWR CLOSED, I MADE ANOTHER BROADCAST ON CTAF STATING MY INTENTIONS OF TURNING S. IT WASN'T UNTIL I CHANGED FREQS TO SAN THAT I REALIZED THE VOLUME WAS TURNED DOWN. FORTUNATELY, NO CLASS B AIRSPACE VIOLATION OCCURRED. MYF TWR NEVER CALLED MY OFFICE WANTING TO CHEW ME OUT, AND I HOPE I LEARNED MY LESSONS OF AT LEAST 3 THINGS NOT TO DO AGAIN.

Synopsis :

A BELL 206 HELI PLT, ON A TFC RPT ASSIGNMENT, DEPARTED MYF WITHOUT PERMISSION.